

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	Executive Member for Environment and Transport Decision Day
<b>Date and Time</b>	Tuesday, 17th July, 2018 at 2.00 pm
<b>Place</b>	Chute Room, Ell Court South, The Castle, Winchester
<b>Enquiries to</b>	members.services@hants.gov.uk

John Coughlan CBE  
Chief Executive  
The Castle, Winchester SO23 8UJ

## FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

## AGENDA

**1. PROJECT APPRAISAL: ROMSEY TOWN CENTRE IMPROVEMENTS PHASE 3 - MARKET PLACE (Pages 3 - 16)**

To consider a report of the Director of Economy, Transport and Environment seeking approval for the proposed scheme to improve amenity and accessibility in Market Place, Romsey.

**2. PROJECT APPRAISAL: ECLIPSE BUSWAY: COMPLETION OF PHASE 1 (Pages 17 - 38)**

To consider a report of the Director of Economy, Transport and Environment regarding a southern extension to the Fareham to Gosport Eclipse Busway from Hutfield Link/Tichborne Way to Rowner Road at an estimated cost of £9.530 million.

**3. ETE CAPITAL PROGRAMME 2017/18 END OF YEAR & QUARTER 1 2018/19 REPORT (Pages 39 - 56)**

To consider a report of the Director of Economy, Transport and Environment detailing a high-level summary of progress and delivery within the capital programme and confirming the year end position for 2017/18. In addition this paper provides a short narrative summary on early progress of the capital programme in 2018/19 and provides recommendations for changes to the programme in 2018/19 and beyond.

**4. A3025 HAMBLE LANE IMPROVEMENTS** (Pages 57 - 136)

To consider a report of the Director of Economy, Transport and Environment regarding the results of a public consultation on the extent and nature of potential improvements to A3025 Hamble Lane between Windhover roundabout to the north and the A3025 Portsmouth Road to the south and detailing the County Council's preferred scheme for the improvements.

**5. PROJECT APPRAISAL: BARNCROFT WAY CYCLE LINK HAVANT**  
(Pages 137 - 150)

To consider a report from the Director of Economy, Transport and Environment regarding proposed cycle and pedestrian improvements in Barncroft Way and New Road, Havant.

**6. PASSENGER TRANSPORT GRANTS** (Pages 151 - 160)

To consider a report from the Director of Economy, Transport and Environment regarding various passenger transport grants.

**7. ANDOVER VILLAGES BUS SERVICE AND WINCHESTER TO PETERSFIELD 67 BUS SERVICE** (Pages 161 - 168)

To consider a report of the Director of Economy, Transport and Environment seeking approval to award contracts for the two local bus services to ensure service continuity until the outcomes of the public consultation on the proposals to change supported passenger transport services are known.

**ABOUT THIS AGENDA:**

**On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.**

**ABOUT THIS MEETING:**

**The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk) for assistance.**

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	17 July 2018
<b>Title:</b>	Project Appraisal: Romsey Town Centre Improvements Phase 3 – Market Place
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Brandon Breen

**Tel:** 01962 846239

**Email:** brandon.breen@hants.gov.uk

#### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for the Phase 3 Market Place, Romsey, accessibility improvement scheme, as outlined in this report.
- 1.2 That approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Market Place, Romsey, as set out in this report, at an estimated cost of £1,594,000 to be funded by developer contributions, Test Valley Borough Council funding, and Hampshire County Council Market Town and public realm improvement funding.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, is delegated to the Director of Economy, Transport and Environment.

#### 2. Executive Summary

- 2.1 The purpose of this paper is to seek approval and provide details for the proposed scheme to improve pedestrian and cycling accessibility in Market Place, Romsey. A local plan and general arrangement scheme plan are included in Appendix 1 to the report.
- 2.2 The main element of the proposed improvements is the large piazza style build out that will encompass the current Lord Palmerston Statue within the middle of Market Place. This large pedestrianised area will allow better access to the town centre for all users including those considered more vulnerable such as elderly persons and the disabled.

- 2.3 The improvements will see the use of Yorkstone paving in the footways, and the carriageway will be resurfaced in buff coloured tarmac and narrowed to help slow vehicles and aid permeability and accessibility for all visitors and residents. The proposed materials are complementary to the historic town centre and similar to those used in Church Street (phase one) and most recently in Bell Street (phase two).
- 2.4 The proposals will also see improved street furniture, including additional bike racks and benches for people to enjoy the surrounding views. Two trees have also been proposed, which will aesthetically improve the area and provide shade.
- 2.5 New designated crossing points will be provided across the junction with Bell Street, The Abbey, Church Street, and The Hundred. The scheme will also provide a flat, level footway/carriageway surface, which will improve accessibility for all, especially those with mobility impairments.
- 2.6 Alternative options considered include “do nothing”, but this was rejected due to the poor pedestrian facilities currently available, and the fact that the existing arrangements precludes access for some visitors to Romsey. Improving the surfaces of the footway, but not providing a level surface, was also considered, but this was rejected as it would not provide the improved accessibility options required to meet the needs of all users.

### **3. Background**

- 3.1 Market Place represents the final phase of the current town centre enhancement works and follows on from the recently well received works undertaken in Church Street, and those recently completed in Bell Street. Market Place, as the names suggests, is the central area within the town, fronted by shops and businesses, and linking together the streets of Bell Street, Church Street, The Abbey, The Cornmarket and The Hundred.
- 3.2 The majority of the town centre falls within a conservation area with a large majority of the buildings around the Market Place, Bell Street, and the Corn Market having listed buildings status. A number of the historical streets have very narrow footways, and over the years repeated re-surfacing has resulted in significant rises in levels. Additionally, a number of footways are uneven due to provisions for dropped kerbs and drainage channels. This is particularly problematic as there are a number of housing developments within the town providing sheltered accommodation. Furthermore a 2009 visitor survey indicated that 42% of visitors to the town were over the age of 60 and that 16% of visitors had a disabled person as a member of their party.
- 3.3 The original feasibility study undertaken by the County Council in 2015 came up with one option to provide a level surface scheme with a large pedestrian area to the northern side of the Market Place. This scheme was consulted on in February 2016 and received support from the public. However, the Romsey and District Society (RDS) felt that the public should be given more

than one option to consider and asked to work with the County Council and Test Valley Borough Council to come up with an alternative design.

- 3.4 To develop the proposals further, officers held 'Community Street Audits', discussions with local groups (including the RDS), reviewed the outcome of the previous consultation, and undertook technical work to identify a scheme. Through this process the following issues were reported:
- Narrow pavements;
  - Difficulties in crossing the road (the road around the statue is wide where there is a strong desire to cross);
  - Uneven pavements, which change in level (some on a camber, divided by drainage channels);
  - Congestion, which occurs when larger vehicles park in the road and/or on the pavement in order to make deliveries;
  - Cars driving around the statue to wait for a parking space, parking around the statue and double parking;
  - Limited space for pedestrians and events/markets/available outdoor seating for restaurants/bars etc.; and
  - The need to cater for those with a mobility or visual impairment.
- 3.5 The Romsey Town Centre Enhancement - Project Board, made up of the two county councillors for the Romsey area (Cllr Mark Cooper and Cllr Roy Perry) and three Test Valley Borough councillors (Cllr Clive Collier, Cllr Ian Richards, Cllr Ian Hibberd) agreed that officers would liaise with the RDS to consult on another option that could be put to the public vote. Hampshire County Council officers met on numerous occasions with the RDS to discuss other alternative options that could be considered for delivery, if supported by the public, and this resulted in the alternative Option 2, creating the large piazza style build out on the southern side of Market Place while maintaining two way traffic. Cllr Clive Collier (Chair of the Project Board) also asked for a one way (for northbound traffic) version of Option 2, which resulted in Option 3, entailing the same layout but with the introduction of a one way system for the northbound traffic.
- 3.6 These two further options were taken to the Public Consultation in November 2016.
- 3.7 In the centre of the roundabout in the Market Place is a statue of Lord Palmerston which is considered the most prominent piece of public art within the town and an important symbol of Romsey.
- 3.8 There is a clear desire to continue the Town Centre improvements already completed in The Hundred (minor improvements to footways in 2004), Church Street (Phase one 2015/16), Bell Street (Phase two 2017/18), and

the third and final phase will see further enhancement works focussing on Market Place from January 2019. Improving the environmental appeal and increasing accessibility will assist in retaining and improving the vitality of the town. The enhancement works are required to address a number of issues faced by many historical town centres. For instance, narrow and uneven footways, limited facilities for cyclists, and the need to balance the desire to have parking in close proximity to amenities as well as the requirement for convenient locations for delivery vehicles. The 2009 visitor survey results highlight the importance of ensuring that any improvements to enhance the town centre take into account the needs of a variety of potential users.

- 3.9 Over the past five years there have been three slight personal injury accidents, and one serious within the Market Place area. In 2012 a 52 year old pedestrian was hit by a refuse lorry when standing on the footway at the junction with the Corn Market and Bell Street. Another accident involved a 2 year old pedestrian who had their foot run over by a car travelling south east along The Hundred in 2012. The recorded accidents all involved pedestrians being hit by vehicles while walking in the local area of Market Place.

#### 4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	163	10	Developer Contributions	494
	Client Fee	42	3	District Contribution	150
	Supervision	89	5	Market Town Funds	500
	Construction Land	1,300	82	Public Realm Fund	450
	Total	<u>1,594</u>	<u>100</u>	Total	<u>1,594</u>

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	4	0.004%
	Capital Charge	153	0.096%

## 5. Programme

	<b>Gateway Stage</b>			
	<b>3 (PA)</b>	<b>Start on site</b>	<b>End on site</b>	<b>4</b>
<b>Date (dd/mm/yy)</b>	<b>07/18</b>	<b>01/19</b>	<b>06/19</b>	<b>12/19</b>

## 6. Scheme Details

- 6.1 A location plan and scheme proposal drawings can be found in Appendix 1 of this report.
- 6.2 The whole of Market Place will be a shared level surface to improve accessibility for pedestrians, with uncontrolled crossing points across Bell Street, Church Street, The Abbey, and The Hundred.
- 6.3 The preferred scheme, Option 1, which was supported by members of the public and taken to detailed design, will provide a level surface across Market Place with a large pedestrian area adjoining the footway on the northern side of Market Place. This will link to the Palmerston Statue to create an area for events, markets, and additional outdoor seating, and to encourage other communal uses of the space. The level surface will enable improved accessibility for all, as well as encouraging cycling and slower vehicle speeds. The roundabout will be replaced by a chicane arrangement that slows vehicle speeds whilst also maintaining all accesses from the Market Place.
- 6.4 Additional street furniture will include bike racks, bollards, benches and two new trees are also proposed in the piazza area. There will also be pop up power bollards which can be used during public events as well as providing power points for any additional market stalls.
- 6.5 The existing parking bays on the south and east sides of Market Place will be retained, and the existing disabled bays in The Hundred will also be retained. A loading bay will be provided on the north side of Market Place to allow deliveries for businesses on the north side of the square.
- 6.6 The existing Flambeau pole adjacent to the Lord Palmerston statue will be retained, and it is envisaged this will still be used to accommodate bunting and the annual hanging of Christmas Lights.
- 6.7 Similar materials are proposed to those used in Church Street, and proposed for Bell Street, giving continuity and consistency to the appearance of the town centre. It is proposed to use Yorkstone paving for the pedestrian areas of Market Place, with the remaining surface in buff coloured tarmac to complement the stone. The two will be separated by granite drainage channels as used in Church Street. Minimal street furniture and bollards will also be introduced to help prevent parking in inappropriate locations. These will be similar in appearance to those already in place around the town.

- 6.8 Additional footway drainage will be installed on the north side of Market Place to ensure surface water is dispersed, and to reduce the likelihood of any future flooding in the town centre.
- 6.9 The chicane road layout will encourage low vehicle speeds, whilst not preventing vehicular access. The large pedestrian area that will be the focal point of the Market Place takes advantage of the sunniest part of the square and provides space for the existing shops and cafes to spill out onto the paving as well as public and community events.

## **7. Departures from Standards**

- 7.1 None.

## **8. Community Engagement**

- 8.1 Two staffed public exhibitions were held in the Town Hall on the proposal for the Market Place where three proposal options were displayed. These were on Saturday 5 November between 10 and 12 noon and then again on Monday 7 November between 9 – 5pm, after which the plans were shown in the Former Magistrates Court for people to view until the 18 December 2016. Residents, businesses, and the wider community were encouraged to have their say on the proposed options being considered for Market Place. It provided an opportunity to view plans and details of the proposed improvements, and to discuss these with the officers to identify areas for further consideration.
- 8.2 An online public consultation was also launched on Saturday 5 November and closed on Sunday 18 December 2016. A feedback form was made available at the exhibition to complete or drop into the Former Magistrates Court or send back via a freepost envelope. The questionnaire together with the exhibition plans and information was also made available online, providing those who couldn't attend the public consultation with an opportunity to voice their opinions.
- 8.3 Hampshire County Council received paper questionnaires, online forms, and a letter, which have all been recorded and considered. A total of 331 responses for the Market Place consultation have been analysed. Of these, 278 were paper questionnaires, 52 were questionnaires completed online via the scheme's web-site, and one was a letter. The results of the consultation were presented to the Romsey Town Centre Enhancement – Project Board on Tuesday 14th February, where a decision was made on which scheme to progress to detailed design. Of the three options consulted on, Option 1 was the preferred scheme to take forward.
- 8.4 Detailed analysis of the consultation results is shown in a report produced by the County Council, and this can be found on the following web page <http://documents.hants.gov.uk/transport-consultations/romsey/ConsultationAnalysis-MarketPlace>



- 8.5 The local member Councillor Mark Cooper is also a member of the Romsey Town Centre Enhancement - Project Board and supports the chosen proposal (Option 1).
- 8.6 Key stakeholders, such as the Guide Dogs for the Blind, and local visually impaired road users, were consulted on the proposals and support the improvements.
- 8.7 The Romsey and District Society, Romsey Town Centre Manager, and the Chamber of Commerce have been consulted on the scheme, and further discussions will be held with the Romsey and District Society to consider any other notable concerns for the proposals.

## **9. Statutory Procedures**

- 9.1 Changes to the existing road layout will require the removal of a parking bay on the north side of Market Place and the provision of a new loading bay, and therefore statutory consultation will be required to advertise a Traffic Regulation Order. Due to the change to the road layout, amendments to the existing waiting restrictions in the area will also be advertised as part of the TRO process.

## **10. Land Requirements**

- 10.1 None.

## **11. Maintenance Implications**

- 11.1 A representative from the highways maintenance team has been involved in the Project Board meetings to discuss ongoing maintenance and liability issues. The improvements will have a small impact on the maintenance budget in future years, and this is expected to be approximately £4,184 annually.
- 11.2 Similar to the process used in the Bell Street works, it has been agreed that additional material will be ordered and stored in the Totton highways depot in order to ensure that any required future maintenance intervention can be undertaken to avoid excessive cost, delay, and material lead in times.

## 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.

**CORPORATE OR 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>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	no

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Bell Street, Romsey (PA report)  <a href="http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&amp;pref=Y&amp;item_ID=7732&amp;tab=2&amp;co=&amp;confidential=">http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&amp;pref=Y&amp;item_ID=7732&amp;tab=2&amp;co=&amp;confidential=</a>	15/09/2017

**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	

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **1.2. Equalities Impact Assessment:**

All impacts are seen to be positive to all users in terms of accessibility, with particular benefits for older people and people with disabilities.

The scheme is designed to provide a level highway surface from building line to building line. This will remove the kerbs, thus allowing all users easy access to the area and the ability to cross the road at any location, and not rely on drop kerbs for access. The level surface will enable the widening of all footway areas on all four areas around Market Place, which will increase accessibility for pedestrians, wheelchair users, and mobility scooter users, as well as removing trip hazards for those with mobility impairments.

All pedestrian movements will be improved, and with wider footways it will remove the need for people to walk in the road to avoid pedestrians from the other direction.

### **2. Impact on Crime and Disorder:**

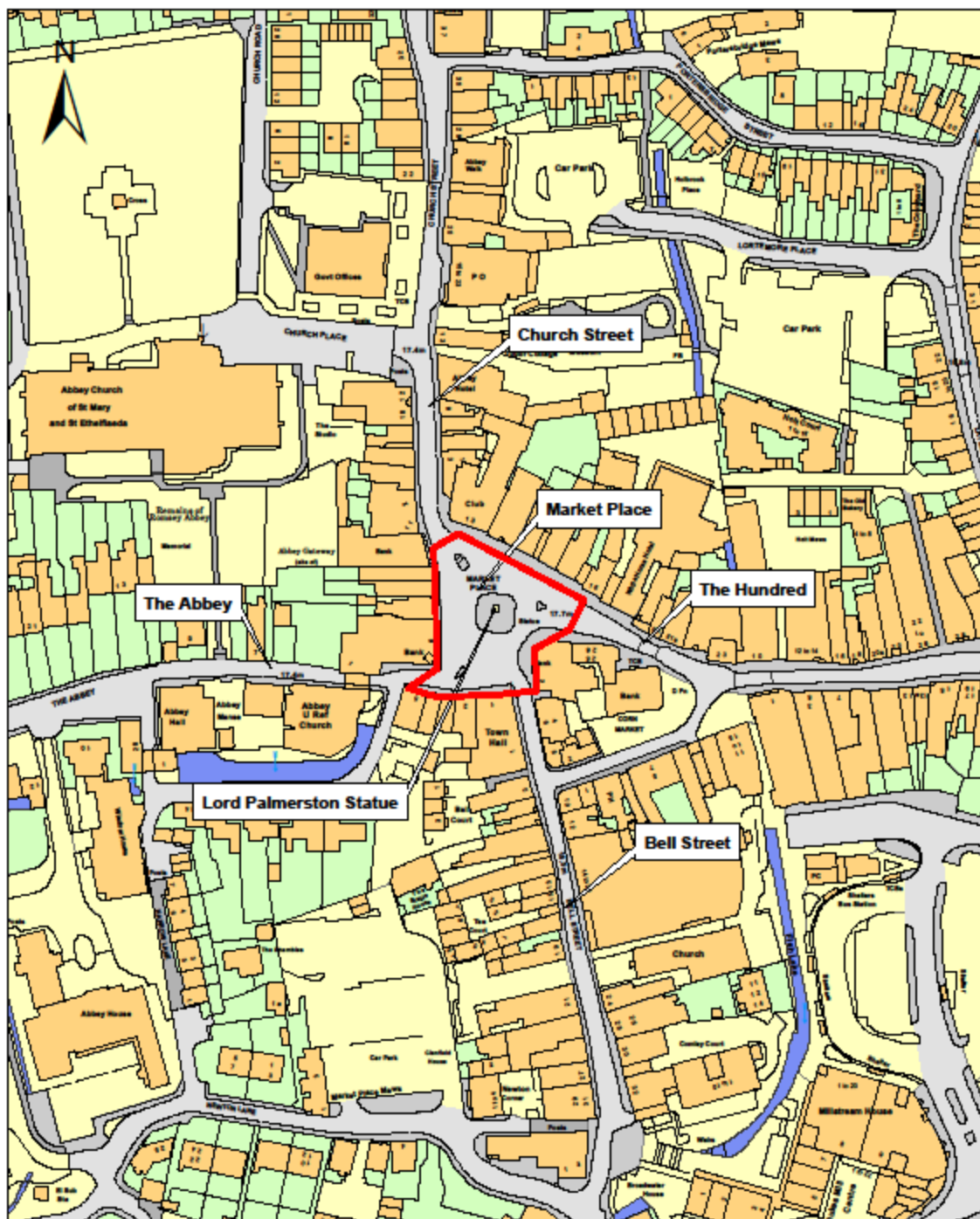
2.1. None.

**3. Climate Change:**


- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme seeks to provide improved access for all, with slower vehicle speeds and a more pleasant pedestrian experience. This will provide an improved environment for cycling due to the lower vehicle speeds. The scheme will therefore look to increase the opportunities and ability for behavioural change to more sustainable travel choices.

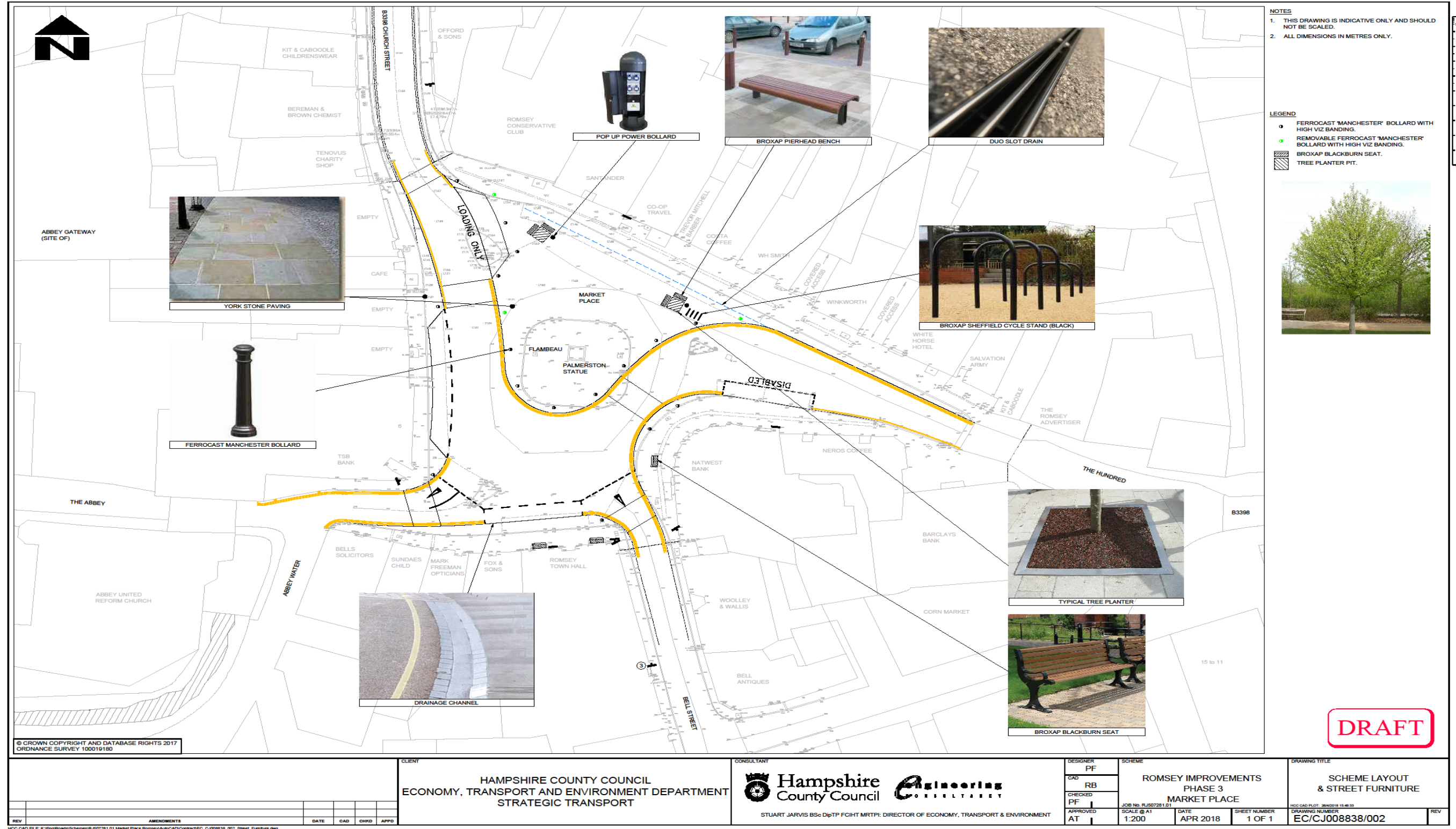
Market Place Location Plan:



Market Place, Romsey Town Centre Improvements

 <b>Hampshire</b> County Council	SCALE: 1: 2,000	Drawn: BB	Revision:
	DATE: 23/05/18	Checked: AK	Org. No.:
	© Crown copyright and database rights 2018 Ordnance Survey [100019180].		

Scheme Proposal Drawing:



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ORDNANCE SURVEY 100019180

<p>CLIENT <b>HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</b></p>		<p>CONSULTANT <b>Hampshire County Council Engineering CONSULTANTS</b> STUART JARVIS BSc DipTP FCIBT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT &amp; ENVIRONMENT</p>		<p>DESIGNER PF CAD RB CHECKED PF APPROVED AT</p>		<p>SCHEME <b>ROMSEY IMPROVEMENTS PHASE 3 MARKET PLACE</b> JOB No. R1507281.01 SCALE @ A1 1:200</p>		<p>DATE APR 2018</p>		<p>SHEET NUMBER 1 OF 1</p>		<p>DRAWING TITLE <b>SCHEME LAYOUT &amp; STREET FURNITURE</b> DRAWING NUMBER EC/CJ008838/002</p>	
REV	AMENDMENTS	DATE	CAD	CHKD	APPD								

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	17 July 2018
<b>Title:</b>	Project Appraisal: Eclipse Busway: Completion of Phase 1
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Sarah Lister

**Tel:** 01962 845744

**Email:** sarah.lister@hants.gov.uk

#### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for the completion of Phase 1 of the Eclipse Busway in Gosport, as outlined in this report.
- 1.2 That, subject to County Council approving the recommendation to provide up to £2.5 million of funding to underwrite the scheme in the event that further grant funding cannot be secured:
  - 1.2.1 That approval is given to procure and spend and enter into the necessary contractual arrangements to implement the proposed improvements to complete Phase 1 of the Eclipse Busway, as set out in this report, at an estimated cost of £9.53 million to be funded from £6.93 million from the Department for Transport's National Productivity Investment Fund, £100,000 from the profit share from Phase 1 of the busway, and £2.5 million from Hampshire County Council.
  - 1.2.2 The Executive Member approves the increase in funding of this scheme in the 2018/19 programme.
  - 1.2.3 That authority to make the arrangements to implement Phase 1 of the Eclipse Busway, including minor variations to the design and contract, is delegated to the Director of Economy, Transport and Environment.
  - 1.2.4 That authority is given to adopt the land on which the busway and relocated shared use footway/cycleway are constructed, from the back of verge to back of verge, including the new acoustic and boundary fences, as public highway.
  - 1.2.5 That authority be delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress any appropriate temporary or permanent Traffic Regulation Orders, Notices

or statutory procedures and obtain any consents rights or easements to enable or facilitate the delivery of Phase 1 of the Eclipse Busway.

## **2. Executive Summary**

- 2.1 The purpose of this paper is to seek approval for the implementation of a southern extension to the award winning Fareham to Gosport Eclipse Busway.
- 2.2 Phase 1 of the Eclipse Busway (“the Scheme”) will provide a southern extension to the award winning Eclipse Busway from Fareham to Gosport. It is a 0.9 kilometre extension from Hutfield Link/Tichborne Way to Rowner Road at an estimated cost of £9.53 million. The Scheme forms the final phase of a planned busway forecast to deliver additional time savings, patronage growth, modal shift, access to key development sites and improved air quality. The Scheme will also facilitate a new ‘Eclipse Extra’ bus service to the Solent Enterprise Zone at Daedalus.
- 2.3 The proposal to extend the busway will deliver journey time savings of approximately 3 minutes per single journey in each direction, representing a journey time saving of 8% over the existing E1 & E2 services. Eclipse services already provide high levels of journey time consistency and the completion of Phase 1 will improve this further by avoiding congested sections of the A32.
- 2.4 The Gosport peninsula suffers from significant traffic congestion, restricting the growth of the local economy. Key sites and developments such as Gosport Waterfront and the Solent Enterprise Zone need to be better linked to the public transport network. This project improves those links. This commitment underlines the belief that investment in access to the Gosport Peninsula will help remove the transport barriers to growth and encourage investment at key sites including the Solent Enterprise Zone as well as helping to reduce journey times in congested urban areas.
- 2.5 Hampshire County Council secured £6.93 million from the Government’s National Productivity Investment Fund (NPIF) in October 2017 for the Scheme. The County Council will contribute £2.5 million of capital funding, an additional £100,000 is being provided from the profit share from Phase 1A of the busway.
- 2.6 Once complete, First Hampshire and Dorset will invest £3 million in a new fleet of seventeen high specification, low-emission buses to provide fast and high-frequency services on the busway, as well as introducing a new Eclipse Extra service to the Enterprise Zone.
- 2.7 Success of the proposal will be measured by further increases in busway patronage and a transfer of trips from the local road network.

### **3. Background**

- 3.1 Gosport is well placed to be at the heart of the marine, maritime and aerospace advanced manufacturing sectors, but the difficult peninsular geography, congestion and erratic journey times represent significant barriers. Reduced MoD employment and public sector job losses mean increased out-commuting, exacerbating the congestion and presenting significant barriers to investment and growth. Key economic challenges include unlocking sites for local employment and housing, with better transport infrastructure and public transport needed to make Fareham and Gosport more attractive propositions for businesses.
- 3.2 Planning permission was granted in July 2009 for the dedicated busway to operate between Redlands Lane in Fareham and Military Road in Gosport. Phase 1A of the Eclipse Busway, which opened in 2012, consists of a high quality two-way dedicated unguided busway between Redlands Lane in Fareham and Tichborne Way in Gosport. The A32 is highly congested at peak times resulting in service delays and poor journey time reliability. The busway uses the disused railway branch line corridor to provide a reliable alternative route for buses to avoid the A32.
- 3.3 The busway is one of a number of infrastructure improvements helping to generate the investment to create much needed jobs for a growing population in Gosport, an area of economic underperformance, where employment has declined by a significant 11% between 2006 and 2016. This compares poorly to Hampshire as a whole where employment has increased by 3.6% on average over the same period.
- 3.4 First Hampshire and Dorset work in partnership with Hampshire County Council, delivering high specification, low-emission buses on a fully commercial basis that provide fast and high-frequency services on the busway. The Partnership Agreement, which is overseen by a BRT Board comprising representatives of First and Hampshire County Council, includes an 'operator contribution' schedule which sees profits from the Scheme re-invested into new busway infrastructure.
- 3.5 In addition to the existing busway, the partnership has continued to deliver other infrastructure improvements to enhance the busway scheme. A new bus-only road has been implemented, exiting Fareham bus station onto the A27, so buses avoid the heavily congested Quay Street roundabout, and bus priority measures have been implemented on the Brockhurst roundabouts and Lees Lane North in Gosport.
- 3.6 The existing Eclipse Busway Phase 1A has delivered significant modal shift. Approximately 20% of passengers have transferred from the car, and traffic has reduced by up to 2% on the parallel A32. There has been a 64% growth in patronage on the two Eclipse routes compared with the services they replaced, delivering a 12% increase in public transport use generally on the peninsula. More people are using Eclipse for their daily commute, and more passengers are transferring to rail at Fareham railway station. A particular

area of growth has been in the student market for journeys to Fareham College. Approximately 2.4 million journeys each year are now made on Eclipse, the busiest bus corridor wholly within Hampshire.

- 3.7 Independent passenger surveys have also been carried out on Eclipse by Transport Focus, and these consistently show higher than average user-satisfaction ratings. Before the implementation of Eclipse, over 1,000 passenger interviews were carried out to set a base level of satisfaction with existing bus services, bus stop infrastructure, vehicles and driver attitude. The 'after' interviews have demonstrated high levels of passenger satisfaction with all aspects of the service.
- 3.8 The Eclipse Busway Phase 1A has demonstrated strong value for money in terms of the economic return on investment. The original Benefit Cost Ratio ("BCR") of the project was calculated as 1.5 prior to construction and following completion of the Scheme independent analysis by KPMG indicated a BCR of 1.9. Excluding the loss of parking revenues in Gosport centre, the analysis indicates that for every £1 of investment, Eclipse has delivered up to £6.94 of benefit to users, non-users and the wider economy, a BCR of 6.94.
- 3.9 The BCR for the completion of Phase 1 as a standalone scheme has been recalculated based on the 2018 scheme costs, to be 1.33. While the BCR value is below 1.5, this level of benefit is considered to be good for a public transport scheme which typically would have a lower BCR than a highway intervention.
- 3.10 There is an existing five year legally-binding Partnership Agreement in place covering the Eclipse Bus Rapid Transit services which guarantees high standards of operation and maintenance e.g. vehicle age, emissions levels, service frequencies and maintenance of passenger facilities. This agreement is currently in the process of being renewed for a further five years.
- 3.11 The busway also permits cycles under the Traffic Regulation Order (TRO). It has been very attractive to local cyclists as it provides a largely traffic-free, direct route.

#### 4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design and Implementation Fee	254	3	NPIF	6930
	Construction	9276	97	BRT profit share HCC	100 2500
	Total	9530	100	Total	9530

Hampshire County Council will invest up to £2.5 million in the event that further grant funding cannot be secured in order to help bring this scheme forward. This funding has been recommended by Cabinet on 28 June 2018, for approval by the County Council. This shows a local commitment to the Scheme on top of approximately £5 million already invested in Phase 1A of the dedicated busway.

A lower percentage fee element is forecast for this project, as the significant majority of the detailed design work required for the Scheme has previously been carried out in support of historic bid work. The detailed design is currently being refreshed, and should any variance to budget emerge which would exceed delegated approvals, this change will be returned to the Executive Member at a future date for further consideration.

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	70.634	0.064%
	Capital Charge	917.000	0.580%

## 5. Programme

- 5.1 The proposal to complete Phase 1 of the Eclipse Busway forms part of the County Council's Transport Capital Programme for 2018/19.
- 5.2 Advance utility diversion works are planned to commence in summer 2018.
- 5.3 Site clearance operations are planned under an advance works contract starting in autumn 2018.
- 5.4 A contract for the main engineering work will be awarded to enable a commencement of the main works early in 2019. These works are expected to take a minimum of twelve months to complete.

## 6 Scheme Details

### Overview

- 6.1. The Eclipse Busway extension from Tichborne Way to Rowner Road in Gosport will extend the existing Eclipse Busway Phase 1A south by 0.9 kilometres. The southern extension will be an additional length of high specification, frequent, reliable and rapid busway. The Scheme layout is shown in Appendix 1.
- 6.2. The busway will be a minimum width of 6.2m to accommodate two passing buses and have a low noise road surface to minimise noise levels. The alignment is designed to accommodate a maximum speed of 70kph

(40mph), along the main busway. The route will be designed to accommodate single and double decker buses.

- 6.3. The first 0.5 km of the busway extension continues along the disused railway corridor where a single railway line track still exists. The remaining 0.4 km of the busway extension continues along a section with a shared-use footway/cycleway. This is currently well used by both pedestrians and cyclists. The new busway will maintain a segregated shared-use footway/cycleway adjacent to the busway along this section.
- 6.4. The project appraisal includes a new at-grade signal controlled junction where the busway meets Rowner Road. The junction will cater for buses travelling on and off the Eclipse Busway, enabling them to access the local highway network. To achieve this, Rowner Road Bridge will be demolished and the road lowered to meet the cycleway, which will be raised. A road closure will be required while the demolition and construction work takes place. The Council is reviewing traffic movement data and the cost of moving existing utilities as part of the design refresh, referred to in paragraph 6.12.
- 6.5. The existing footways on Rowner Road will be widened to form shared use footway/cycleways, as shown on the plan in Appendix 1.
- 6.6. All bus stops and busway crossing points will be lit to provide a safe environment for bus users. The existing and new sections of cycleway alongside the busway, between Tichborne Way and Rowner Road, will be lit. In order to reduce light pollution, lighting will not be included along the busway outside the footprint of the accesses to the bus stops. In accordance with Hampshire County Council policy the lighting on the cycleway will be dimmed to 75% of full level between switch on and midnight, then down to 50% between midnight and 5am (or dawn if sooner), then back up to 75% from 5am to switch off.
- 6.7. In the development of the bus stops the County Council has had due regard to the requirements of the Equality Act 2010. The Department for Transport's Inclusive Mobility guidance document (DfT December 2005) has been used to develop the design ensuring access for wheelchair users. Facilities for the visually impaired are also catered for in the design. Such measures include ramped access from the public highway and level boarding onto buses.
- 6.8. The bus stop shelters are based on a modular system in order that the size of shelters can be modified to accommodate different patronage levels at each location, whilst maintaining the Eclipse branding. All bus stops will offer the following facilities:
  - Level boarding and alighting for all, including ramped access to the adjacent highway;
  - Weather-proof waiting facilities;
  - LED low energy lighting;
  - Connections to existing footpaths to nearby communities; and

- Real time bus, train or ferry information.
- 6.9. The provision of access control barriers was a condition of the original planning consent to restrict access to the busway between 11.15 pm and 5.45 am. Access control barriers will close off the route at 11.15 pm and they will be opened to allow access to buses and cyclists from 5.45 am onwards.
- 6.10. In addition, to prevent cars from entering the busway from Rowner Road via the shared use footway/cycleway an anti-ram bollard will be placed within the cycleway in-between a post and rail fence and the access control barrier.
- 6.11. The Scheme will require a corridor approximately 8m wide to be cleared of vegetation to allow for the new hard surfacing and associated linear drainage along the alignment of the existing cycleway/footway. The larger, more mature vegetation on the sides of the embankments and cuttings will be retained wherever possible to provide an effective visual screen to the Scheme from the adjacent residential properties. Gaps in this vegetation will be planted with additional screening consisting of native trees and shrubs. The choice of species will be selected to add biodiversity value.
- 6.12. As part of the design refresh, the impact of removing Rowner Road Bridge and alternative options are being investigated. If there are any changes to the current proposal, the necessary approvals / amendments will be sought in due course.

### Third Party Contributions

- 6.13. Once complete, First Hampshire and Dorset will work in partnership with Hampshire County Council on this project. They will invest £3 million in a new fleet of seventeen high specification, low-emission buses to provide fast and high-frequency services on the busway, as well as introducing a new Eclipse Extra service to the Enterprise Zone.
- 6.14. Additional journey time savings are anticipated to be delivered by First's investment in contactless payment for tickets, to speed up passenger boarding times. This formed part of the bid for NPIF funding.

### Air Quality

- 6.15. The two Air Quality Management Areas (AQMAs) in Fareham have been recently reviewed and extended, resulting in a single AQMA.
- 6.16. Two roadside locations within these AQMAs are predicted by DEFRA's Pollution Climate Mapping Model (PCM) as likely to be in exceedance of the legal NO<sub>2</sub> (Nitrogen Dioxide) limit of 40µgm<sup>3</sup>. Fareham Borough Council has been named in the National Plan for tackling roadside emissions of NO<sub>2</sub> and served a Ministerial Direction, mandating development plans to bring local air quality into compliance 'in the shortest possible time'.

- 6.17. Options are being developed and investigated by Fareham Borough Council and Hampshire County Council in partnership, along Central Government guidelines, and fully costed preferred options will be brought forward for approval by the end of 2018.
- 6.18. The Eclipse services seek to reduce car trips in the AQMA and will help address air quality issues. Specific air quality benefits of this project include the commitment to regular renewal of the bus fleet and consequently to improved emissions-standards, as under the terms of the Operating Agreement Eclipse buses must be no older than five years. Currently, Eclipse operates with the latest lower emissions Euro 6 buses. The introduction of the busway extension will have a further positive impact on air quality, which will primarily be as a result of mode shift and reduced private vehicle usage. The Scheme is predicted to result in an overall reduction in carbon of 1,045 tonnes in the opening year.

## **7 Departures from Standards**

- 7.1 The Scheme proposals have been designed to comply with Department for Transport and Hampshire County Council standards for highway improvement schemes. Whilst no formal design standard exists for a two-way busway, the minimum width of 6.2 metres and a speed limit of 40mph was developed during the design of Phase 1A, and no problems have been experienced. There are no formal departures from standards expected at this time.

## **8 Community Engagement**

- 8.1 Initial public consultation for the whole busway from Redlands Lane in Fareham to Military Road in Gosport took place from 16 to 18 October 2008 in Bridgemary, with a follow up exhibition at Fareham Borough Council offices the following week.
- 8.2 Feedback from the 244 questionnaires returned were mainly positive, with 88% thinking there was a need to improve public transport on the Peninsular and 70% stating the busway would help improve access and address some of the areas raised as concerns. Key concerns were;
- Environmental – landscape, trees, noise, pollution and wildlife;
  - Car parking – residents were concerned that car parks would be needed to service the bus stops; and
  - Concerns about antisocial behaviour/security along the back of gardens/privacy.
- 8.3 Further public consultations took place during January 2009 prior to the planning application being submitted in March 2009.



- 8.4 The planning application for Rowner Road junction was granted in 2013. Statutory consultation was carried out and the results considered when the application was determined.
- 8.5 To make residents of Gosport and stakeholders aware of the proposals, a Public Exhibition was held in Bridgemary in May 2018. Key concerns raised were:
- Closure of Rowner Road during construction;
  - The scheme cost; and
  - Pedestrian and cyclist safety.
- 8.6 During the remaining design and construction of the route, regular updates will be provided on the Scheme's website and through local and social media.
- 8.7 The local member, Councillor Philpott, supports the completion of Phase 1 of the Eclipse Busway and is supportive of the review of the options for Rowner Road bridge.

## **9 Statutory Procedures**

- 9.1 There are two planning permissions in place for this scheme:-
- For the whole route from Redlands Lane in Fareham south, via the disused railway corridor to Military Road in Gosport; and
  - For a new at-grade junction with Rowner Road.
- 9.2 Permanent Traffic Regulation Orders (TROs) will be required to extend the existing TROs in place on Henry Cort Way. These are for:
- Speed limit;
  - Local buses and cyclists only;
  - Times of operation of the busway; and
  - Prohibition of pedestrians.
- 9.3 A Temporary TRO will be required for the closure of Rowner Road while the bridge is demolished and the new junction constructed.
- 9.4 It is proposed that Hampshire County Council will designate the extension to the Eclipse Busway as a 'Protected Street', as a 'Street with Special Engineering Difficulties' and as a 'Traffic Sensitive Street'. Notices will be made under Sections 61, 63 and 64 of the New Roads and Street Works Act 1991 (NRSWA) respectively.
- 9.5 A Section 58 NRSWA 'Restriction on Works following substantial road works', will be sought for Rowner Road to protect it from planned maintenance by utility companies for one year after opening.

- 9.6 All of the above are intended to minimise future disruption to the operation of Eclipse Bus Services, once the works are complete.

## **10 Land Requirements**

- 10.1 Hampshire County Council purchased the whole extent of the redundant railway corridor between Fareham and Gosport for the busway scheme and the land is currently held for highway purposes. If required the route can be constructed without the provision of additional land. However two additional areas of Gosport Borough Council land have been identified, which can improve access and assist its implementation.
- 10.2 One area by Holbrook Leisure Centre will allow a path to be provided linking the existing footway/cycleway and the new footway/cycleway access to bus stop 15. A second area behind bus stop number 17 will assist the bus stop construction and provide an additional space for landscaping mitigation.
- 10.3 Two additional areas of Gosport Borough Council land, in the vicinity of Holbrook Recreation Ground and Rowner Road, are required under licence for use as working space while the busway is constructed.
- 10.4 Executive Member for Policy and Resources authority to take a dedication of the required Gosport Borough Council land was approved under delegated powers on 12 April 2018. This decision was taken on the basis that Gosport Borough Council will dedicate the land free of charge and the only cost will be its fees.
- 10.5 In addition to the above, further land may be required for environmental mitigation. Any requirement can only be determined once the relevant ecological survey work has been completed. Should land be required it will be the subject of a separate future report to the Executive Member for Policy and Resources.

## **11 Maintenance Implications**

- 11.1 The proposals will generate increased maintenance pressures which have been calculated at £70,634 per annum and should be taken into account when setting future annual highway maintenance budgets.
- 11.2 Many of the materials that will be used in the construction of the Scheme are standard materials used elsewhere on the highway. However, other materials are specific to the busway and match those used in Phase 1A.
- 11.3 A review of the materials and usage of facilities provided on Phase 1A has recently been carried out. The Scheme has been revised in line with the outcome of that review.
- 11.4 It is proposed that the land where the busway, relocated shared use footway/cycleway, and acoustic and close boarded fencing are constructed, from the back of verge to back of verge, be adopted as public highway (see

plans in Appendix 2). The remainder of the corridor, where suitable, will form a wildlife corridor. It will require maintenance, mainly to the boundary fences and the vegetation within the corridor..

## 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.

**CORPORATE OR 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>	
Project Appraisal: South East Hampshire Bus Rapid Transit – Phase 1 Fareham –Gosport	29 January 2009
New Junction with Eclipse Busway and Removal of Existing Road Bridge at Rowner Road, Gosport (Application No: 13/00323/HCC3) (Site Ref: GPH002)	23 October 2013
<b>Direct links to specific legislation or Government Directives</b>	
None	<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.)**

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **1.2. Equalities Impact Assessment:**

The impact has been assessed as neutral as the busway will provide enhanced public transport facilities for the whole community with improved access to waiting facilities and bus services. Older people, younger people and those on lower incomes are generally greater users of bus services than other age and income groups.

### **2. Impact on Crime and Disorder:**

2.1 The provision of targeted lighting, route barriers and CCTV is expected to have a positive effect on crime and disorder.

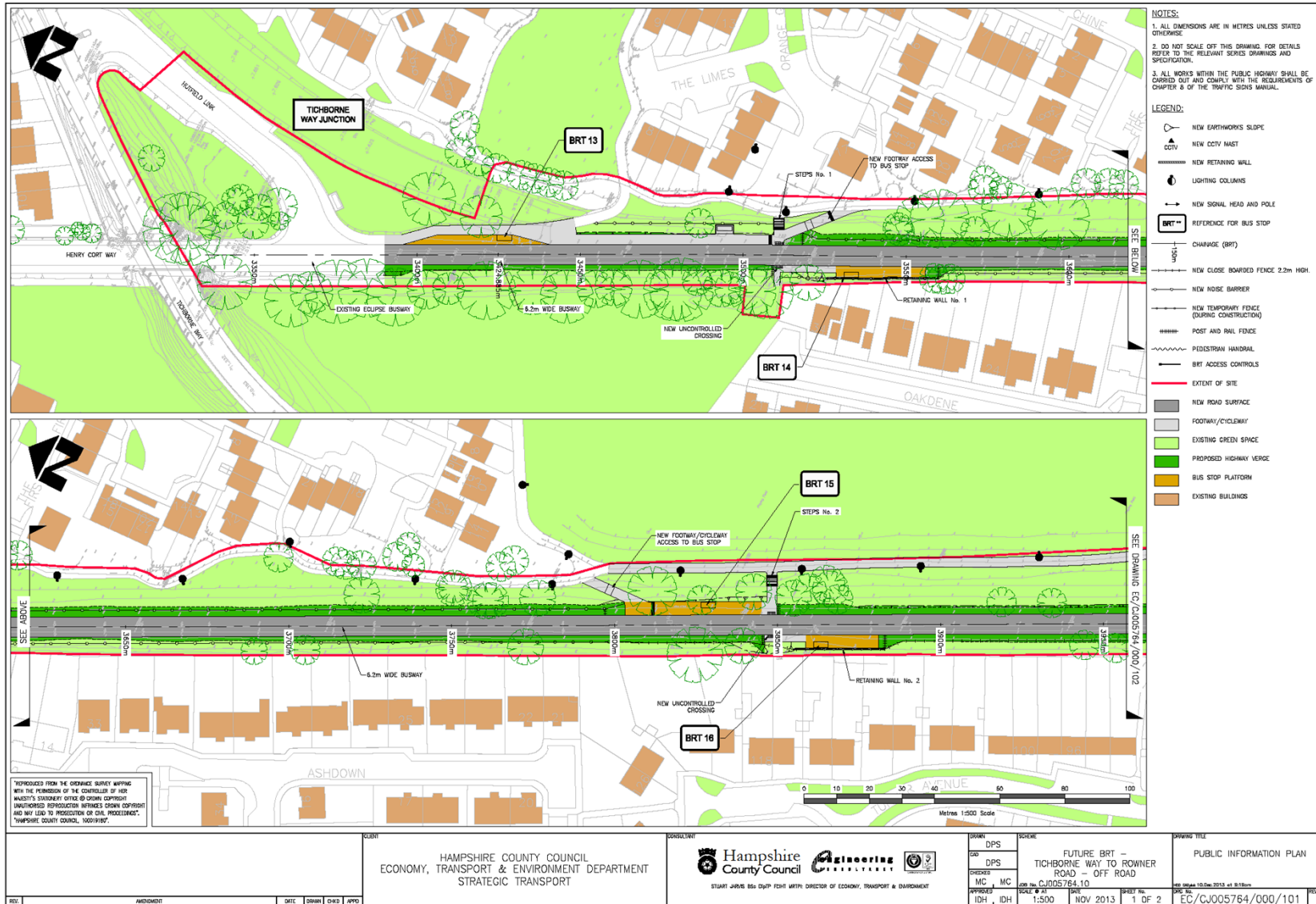
### **3. Climate Change:**

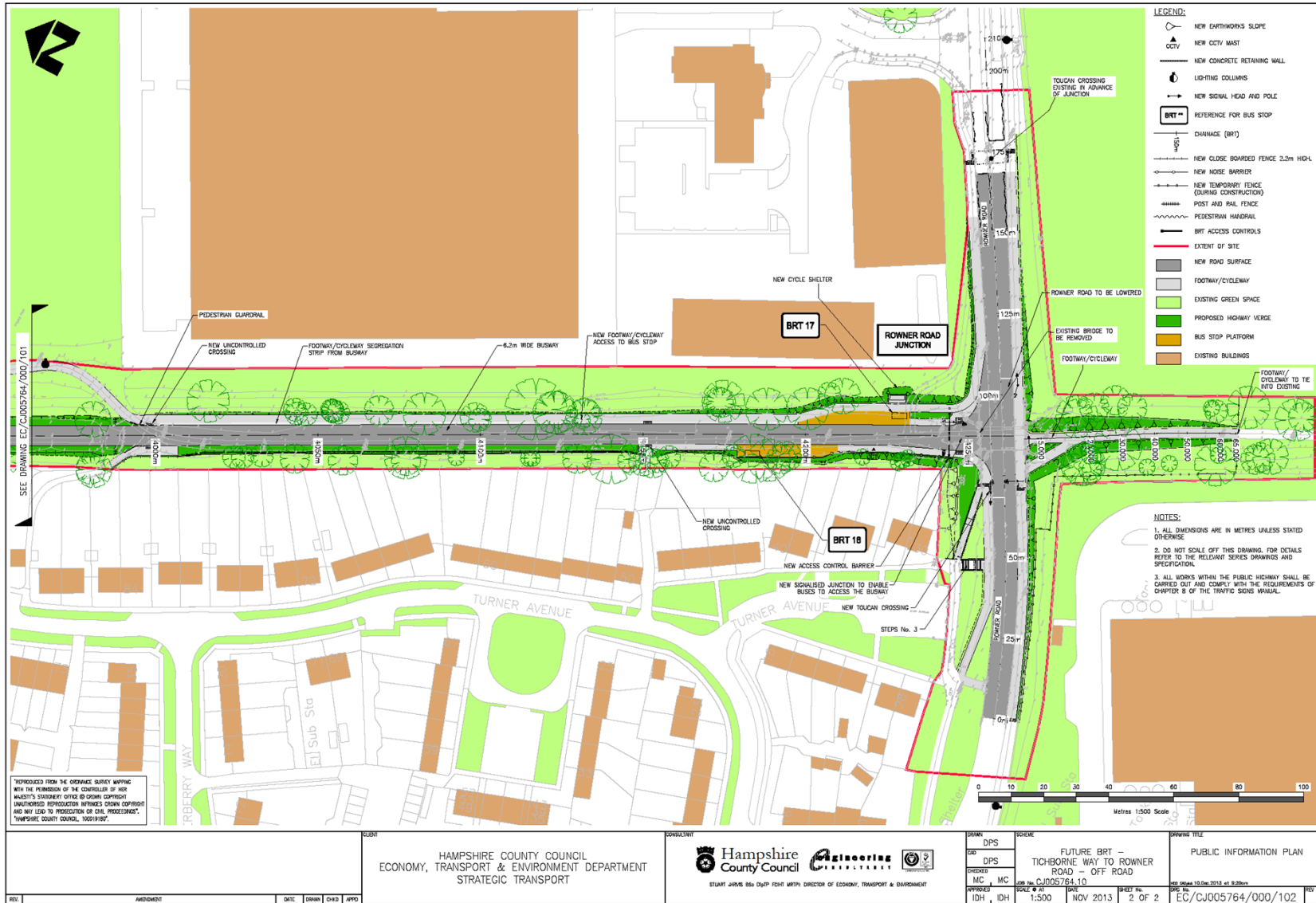
a) How does what is being proposed impact on our carbon footprint / energy consumption?

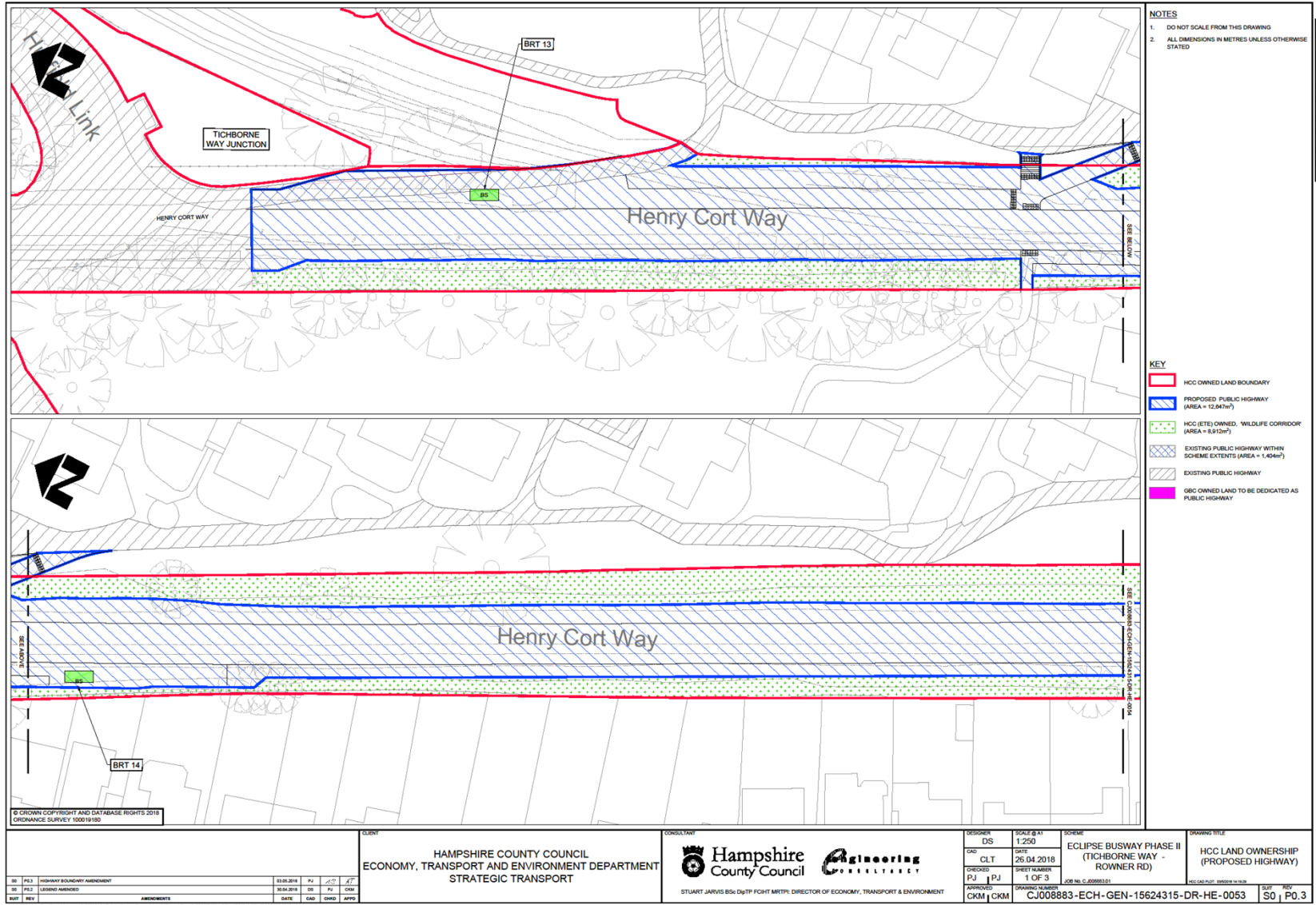
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

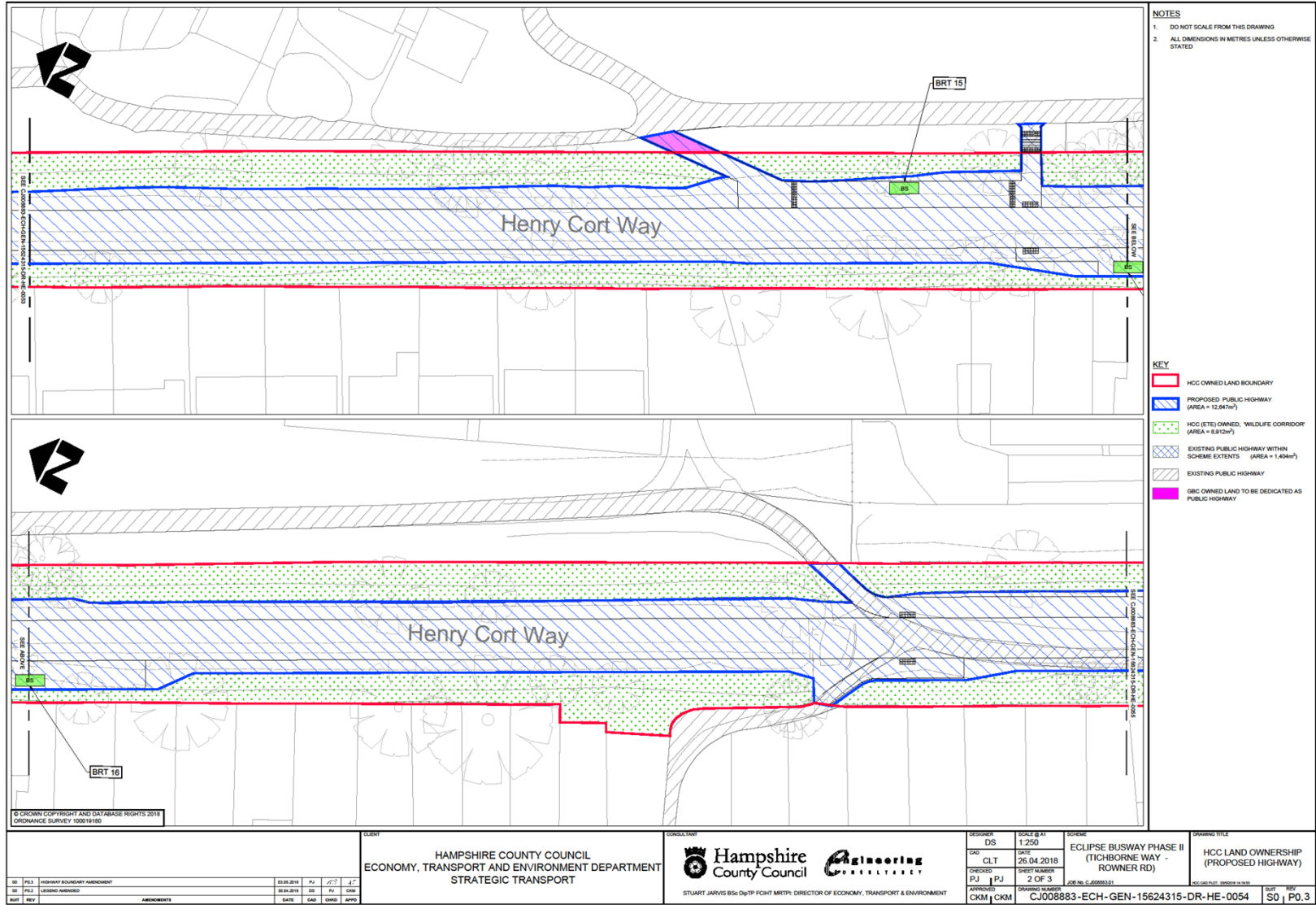
In 2009 carbon dioxide emissions were calculated for the whole busway and these were anticipated to reduce by 1045 tonnes in the opening year, and a total of 68,535 tonnes over the subsequent 60 year period.

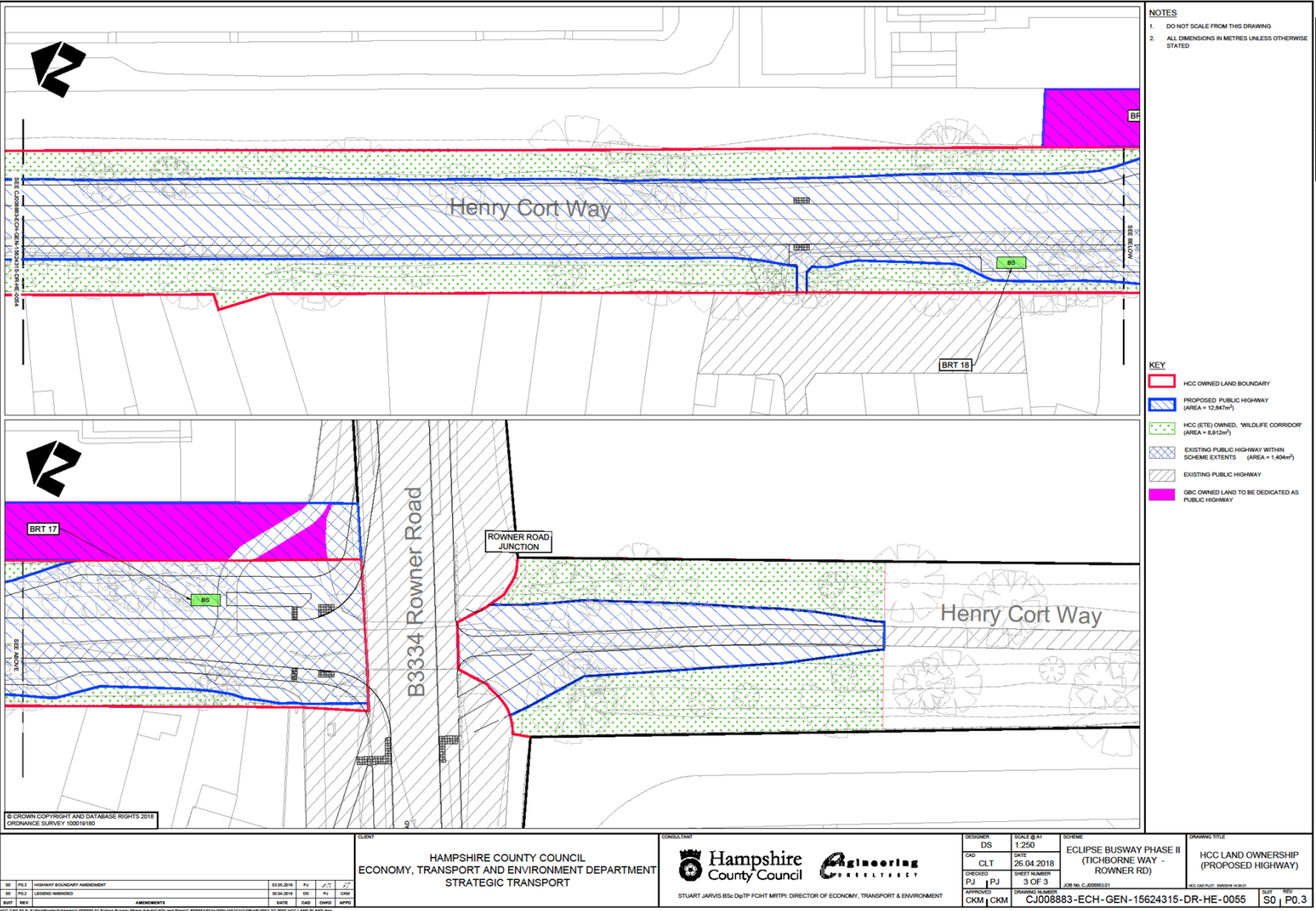












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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	17 July 2018
<b>Title:</b>	ETE Capital Programme 2017/18 End of Year & Quarter 1 2018/19 Report
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

**Email:** amanda.beable@hants.gov.uk

#### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the adjustment of the 2018/19 Structural Maintenance programme to £69.72 million.
- 1.2. That the Executive Member for Environment and Transport notes the achievements made in the Economy, Transport, and Environment capital programme in 2017/18 and progress made to date in the 2018/19 capital programme.

#### 2. Executive Summary

- 2.1. The Economy, Transport and Environment Department's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, transport improvements, major transport improvements, flood alleviation, bridge strengthening, town centre improvements and highways safety.
- 2.2. This paper provides a high-level summary of progress and delivery within the capital programme, and confirms the year end position for 2017/18. In addition, this paper provides a short narrative summary on early progress of the capital programme in 2018/19, and provides recommendations for changes to the programme in 2018/19 and beyond.
- 2.3. There are four additional appendices which provide further information in detail, if required, and they will be identified when relevant throughout this paper.

#### 3. Contextual information

- 3.1. ETE's capital programme is a mix of starts-based and spend-based approvals, which means that the published programme figures are not wholly related to expenditure in any given year. It is not possible, therefore,

to correlate the published programme to actual expenditure in any meaningful way. Therefore, to be consistent, this paper tries to focus on gross expenditure (irrespective of programme value).

- 3.2. The capital programme typically includes the following areas of work;
  - Structural maintenance;
  - Integrated Transport (including Major Schemes, Traffic Management, and Safety schemes);
  - Waste (Household Waste Recycling improvements and Closed Landfill Sites); and
  - Flood Risk and Coastal Defence.
- 3.3. Appendix 1 summarises the build up of expenditure per work area for 2017/18.

#### **4. Expenditure and Finance 2017/18**

- 4.1. This section details the capital programme expenditure and finance for 2017/18 across the Economy, Transport, and Environment programme.
- 4.2. The Department's gross capital spend during 2017/18 amounted to £74.542million, almost £7 million above the 10 year average. This figure is, however, lower than the projected spend earlier in the year, in main part due to disruptions caused to the delivery of the Structural Maintenance capital programme by extreme weather conditions and the resulting prioritisation of measures to reduce their impacts.
- 4.3. ETE has been increasingly successful in securing competitively sourced external funding to enable the delivery of the department's expanding capital programme, with over 35% of expenditure in 2017/18 funded through a competitive process. This included Local Enterprise Partnership (LEP) Grants (known as Local Growth Fund or LGF) in 2017/18 which totalled £26.4 million: £12.0 million from Solent LEP and £14.4 million from EM3 LEP. This was over £4 million more than in 2016/17 and £10 million more than the previous year.
- 4.4. Other significant 2017/18 funding sources include Local Transport Capital Funding (£28.9 million), Department for Transport – National Productivity Investment Fund Grant (£5.1 million) and LTP Incentive Grant (£2.3 million), and Pothole Grant (£2.1 million).
- 4.5. Developer Contributions spend totalled £2.67 million in 2017/18, lower than the 2016/17 spend of £9.7 million. This is due to increased prioritisation of LEP funding, with match funding profiled for later spending years, as well as contributions programmed for use in future schemes. Of the total value of Developer Contributions held, 98% is either programmed to schemes in the current programme or allocated to area strategies for use in future programmed schemes.
- 4.6. Appendix 2 provides a summary breakdown of how the expenditure in Appendix 1 was funded.



- 4.7. In line with year-end capital procedures, carry forwards from 2017/18 totalling £29.047 million were identified and were reported to Cabinet on 18 June 2018. While no further decision is therefore required, the detail is included in Appendix 3 for information.

The majority of the sums carried forward relate to schemes in the Structural Maintenance programme (£21.82 million). Of this £3.678 million is funding carried forward from late notification of additional grant funding (Supplementary Department for Transport Pot Hole Grant [£1.480 million] and Department for Transport [£2.198 million received in 2017/18 but was an advanced payment for 2018/19]).

Additionally, almost £7 million of this sum is accounted for by the following four schemes which, while funding has been included in the 2017/18 programme, were never expected to start on site until 2018/19 or beyond:

- Redbridge Causeway match funding £3.791 million. The total value of this scheme is in excess of £19 million, and a bid for Department for Transport Challenge funding in support of this project was submitted but found to be unsuccessful in 2017/18. A sub-element of this scheme (Redbridge Viaduct) was, however, included as an immediate capital priority scheme within Hampshire County Council's 2018/19 Budget report (February 2018), and as such has received a further £4.2 million of internal funding, enabling this element of the scheme to progress.
- Holmsley Bridge (£2 million). This is a major bridge replacement scheme (estimated cost £5.5 million). This scheme was also included as an immediate capital priority scheme within Hampshire County Council's 2018/19 Budget report (February 2018) and as such has received a further £3.5 million of internal funding, enabling this scheme to progress.
- A31 at Alton (£0.5 million). This is a major carriageway replacement scheme (estimated cost £2-3 million) which will progress when the balance of funding has been identified.
- Albermarle Avenue (£0.65 million). Currently in design with work onsite expected to commence in 2018/19.

Of the carry forwards not attributable to the Structural Maintenance programme, of note are the £5.811 million carry forward of residual 2017/18 budget within the Flood Risk and Coastal Defence Programme, and the carry forward of £1.32 million Market Towns Fund.

- 4.8. In 2017/18 the Department for Transport increased its Pothole Action Fund payments to the County Council, and also brought forward the majority of the 2018/19 allocation into payments in 2017/18. This resulted in Hampshire County Council receiving the original 2017/18 allocation of £2.123 million plus an additional £1.48 million in February 2018. It was agreed by the Department for Transport that this additional payment could be carried forward over into 2018/19. A further payment of £2.198 million was made in March 2018.

- 4.9. Monitoring of average fee rates has been undertaken annually for the past nine years and was originally part of a successful exercise to bring average fee-levels down within the transport programme. It is now more generally used to monitor fees across the whole programme. The fee monitoring equation has been adapted for 2017/18 to monitor fees as a percentage of total expenditure for completed schemes within the Integrated Transport Programme only, which for 2017/18 produced an average fee rate of 22.89%.
- 4.10. In 2017/18 Hampshire County Council entered into an agreement to swap land in Eastleigh with Eastleigh Borough Council. The fair value of this land has been valued at £2.484 million and is reflected in the Department's Waste 2017/18 Capital Programme spend, although there was no draw on the existing Waste Capital Programme budget.
- 4.11. Turning to the County Council's Flood Risk and Coastal Defence (FRCD) Programme, total spend of £0.901 million was achieved, due mainly to work undertaken on schemes in Hambledon (£0.405 million), Buckskin, Basingstoke (£0.265 million), Outer Winchester (£0.078 million) and flood alleviation measures along the A32 at Lower Farringdon (£0.123 million).
- 4.12. Additionally, Appendix 1 of this report shows a negative expenditure of £0.489 million for the Solent Enterprise Zone. This is due to final account adjustments against payments in advance.

## **5. Delivery 2017/18**

- 5.1. This section details significant points concerning the delivery of elements within each Economy, Transport, and Environment sub-programme in 2017/18.

### **Structural Maintenance Programme**

- 5.2. The £54.159 million Structural maintenance programme for 2017/18 was completed, with the exception of those schemes carried forward, as detailed in Appendix 3. Within the year, 448 Highways planned maintenance schemes and 66 Safety engineering schemes aimed at reducing traffic collisions were completed.
- 5.3. In addition to the completed Highways planned maintenance and Safety Engineering schemes, the Structures team (responsible for the inspection and maintenance of approximately 1,850 road bridges, footbridges and retaining walls across Hampshire) completed Pale Lane brick arch repairs and another road/rail interface site - Redan Road Aldershot safety improvement works, which was completed in collaboration with Network Rail. In addition, following extensive liaison and collaboration with Highways England and Southampton City Council, the Structures team also completed the replacement of 21 carriageway joints on the Redbridge Viaduct initial phase under weekend closures.

### **Integrated Transport Programme**

- 5.4. On transport, the Major Schemes programme continued to progress well in 2017/18, with 15 major schemes (>£2 million) across the county either being designed or in delivery at the end of 2017/18, with a forecast investment of more than £160 million. The growth in the Integrated Transport Programme (ITP) has been enabled through the successful bidding for competitive funding, with 69% of 2017/18 ITP spend being sourced in this manner.
- 5.5. Progress across the rest of the transport programme has been strong with over 30 different named schemes (value between £0.05 million - £2 million) in delivery at the end of 2017/18, with a further 12 schemes completed in 2017/18. In addition, 30 minor works schemes (value < £0.05 million) were completed in 2017/18 with another 30 at various stages of delivery.

#### **Waste Programme**

- 5.6. Due to the recent HWRC service provision review and the continued efficiencies across the programme, all site improvements have been delivered through the Hampshire Waste Recycling Centre management contract site improvements programme.

#### **Flood and Coastal Defence Programme**

- 5.7. Work on the Flood Risk and Coastal Defence Programme continued well. In particular the Hambledon Flood Alleviation Scheme was completed and Phase 1 of the flood alleviation measures along the A32 and Lower Farringdon has progressed. This will culminate in a preliminary design for improving connectivity and capacity in the drainage system by the end of summer 2018.
- 5.8. Preliminary design work for the Outer Winchester Flood Alleviation Programme, covering Littleton, Headbourne Worthy and Kings Worthy, also took place in 2017/18 and is due to be completed in summer 2018.

### **6. Challenges and Opportunities 2018 and beyond**

- 6.1. This section details the significant challenges and opportunities for the Department of the capital programme in 2018/19 and future years. Where required it also provides a recommendation for the Executive Member for Transport and Environment.
- 6.2. Expenditure of £95 million for 2018/19 was estimated in January 2018 (Appendix 2 of the Executive Member for Environment and Transport report). This figure will be amended to take into account the programme changes as they develop through the year, including those outlined in Section 6.

#### **Structural Maintenance Programme**

- 6.3. In January 2018 Hampshire County Council submitted to the Department for Transport the self-assessment for the Incentive Fund bid. The Department for Transport endorsed our self-assessed score at Level 3 (the highest rating) which resulted in the County Council receiving grant funding of £4.531 million for 18/19.

- 6.4. In March 2018 the Department for Transport brought forward payment of the majority of Hampshire County Council's 2018/19 Pothole Action Fund allocation into 2017/18, with the remaining £0.758 million of the 2018/19 payment received in April 2018. In addition, in June 2018 the Cabinet agreed to the carry forward of £0.6 million from the 2017/18 Winter Maintenance budget as well as the allocation of £1.4 million from the County Council net corporate savings to support 2018/19 delivery.
- 6.5. Budget adjustments, detailed in this report, result in the Structural Maintenance 2018/19 Programme increasing to £69.720 million. It is therefore recommended that the Executive Member for Environment and Transport approves the adjustment of the Structural Maintenance programme to £69.72 million.

<b>Structural Maintenance 2018/19 Budget</b>	<b>£'000s</b>
<b>Original 2018/19</b>	<b>40,025</b>
<b>Carry forwards from 2017/18</b>	20,834
<b>DfT Highways Maintenance Incentive Fund adjustment</b>	36
<b>Expected 2018/19 Pothole funding received in 2017/18</b>	-1,365
<b>Capital Priorities funding</b>	10,280
<b>Project Approvals</b>	-90
<b>Adjusted budget 2018/19</b>	<b>69,720</b>

- 6.6. In 18/19 the Structures team will be designing a number of structures on both the Stubbington bypass and the Botley bypass. In addition the team will be preparing for the next phases of Redbridge Viaduct and, with land issues nearing resolution, will be designing the new Holmsley bridge structure.
- 6.7. £1.5 million has been allocated for the delivery of safety engineering schemes across a range of established casualty reduction programmes. An additional £0.45 million has been allocated for the delivery of Traffic Management measures, with a proportion of this money passed to the district councils who deliver on-street parking controls on behalf of the County Council. The remaining allocation is to be used by the County Council to deliver low cost schemes to aid highway safety.
- 6.8. In February 2018, Hampshire County Council agreed to the recommendation to part fund a number of capital priority schemes within Hampshire County Council's Capital Programmes. This included the following three Structural Maintenance capital schemes:

<b>Scheme</b>	<b>Total cost of scheme</b>	<b>Existing ETE Contribution</b>	<b>Net Contribution</b>
Holmsley Bridge	£5.5m	£2m	£3.5m
Redbridge Causeway (Viaduct	£8m	£3.8m	£4.2m

additional phase)			
Highways - Traffic Management Infrastructure	£2.58m	£0.0m	£2.58m
Total	£16.08m	£5.80m	£10.28m

Commencement of these schemes is expected as part of the 2018/19 Structural Maintenance programme.

### **Integrated Transport Programme**

- 6.9. On transport, schemes to the value of up to £100 million are expected to commence delivery in 2018/19, of which the majority relates to the start of delivery of five major schemes (> £2 million) across the county.
- 6.10. The Integrated Transport Programme, as detailed in the Executive Member for Environment and Transport Capital Programme 2018/19, 2019/20 and 2020/21 paper (16 January 2018) contained two schemes; Whitehill Bordon Integration Phase 1 (£1.15 million) and Whitehill Bordon Integration Phase 2 (£2.85 million). It has now been agreed that these schemes will be managed as one single scheme named Whitehill Bordon Integration (£4 million), and will be reflected in the 2019/20 Capital Programme in this way.
- 6.11. Hampshire County Council is in negotiations with the Department for Transport and Highways England to be the scheme promoter and delivery partner for the junction improvement at Junction 10 of the M27. Funding for the delivery of this scheme would come from a range of sources, including Solent LEP's Local Growth Deal, the Department for Transport retained Local Growth Fund, Homes England Housing Infrastructure Funding: Marginal Viability Fund and from developers. Hampshire County Council has been allocated an initial £1.5 million of funding to enable design work to progress from the Department for Transport's retained funding. Given this, it is proposed that the scheme initially enters the Economy, Transport, and Environment Capital Programme at a value of £1.5 million (actual overall scheme value currently estimated at £66million).
- 6.12. As the initial £1.5 million of funding for the M27 Junction 10 scheme is 100% externally funded it is noted that, in accordance with Hampshire County Council Financial Regulations, the Director of Economy, Transport, and Environment can approve this scheme's entry into the Capital Programme at this value. If in due course the design work is concluded successfully and cost estimates and funding sources are confirmed including accountability for financial risk, a proposal to add the full value of the scheme will need to be brought forward, with approval sought in accordance with the Financial Regulations.

6.13. In March 2018 the Executive Member for Policy and Resources agreed the virement of £1.32 million from the Market Towns fund to the Economy, Transport and Environment Capital Programme with the following initial allocations:

<b>Market Town</b>	<b>Indicative allocation</b>
Alton	£300,000
Andover	£300,000
Petersfield	£300,000
Winchester	£300,000
Reserve	£120,000
<b>Total</b>	<b>£1,320,000</b>

6.14. The allocation was made on the basis that, at this stage, these are indicative allocations only to those areas that have been identified under the criteria as market towns. There therefore remains the opportunity to provide additional funding in the future, either to extend the reach of the programme or to provide additional funds in the towns highlighted above, should a suitable business case be put forward, especially where this attracts other local investment from district, town, or parish councils. Schemes utilising this funding will continue to be developed in 2018/19.

#### **Waste Programme**

6.15. The majority of the 2018/19 Waste minor works programme will continue to be delivered through the Hampshire Waste Recycling Centre management contract site improvements programme. There will, however, be expenditure of £0.15 million from the Waste capital programme to fund the provision of 10 sets of steps for use at the single level HWRCs where customers have to climb up to the bin level in order to deposit their waste. This work is required to meet with guidance from the Health and Safety Executive and relevant British Standards.

#### **Flood Risk and Coastal Defence Programme**

6.16. Two major flood alleviation schemes in Buckskin, Basingstoke and Romsey are due to start construction in 2018/19. In March 2018 the Economy, Transport, and Environment Department was advised that it had been successful in its application for £1.75 million of Environment Agency Capital Grant and £2.2 million of Local Levy contribution from the Thames Regional Flood and Coastal Committee towards the Buckskin scheme. This scheme gained approval to proceed with procurement and construction by the Executive Member for Environment and Transport in April 2018. It is expected that the Project Appraisal for the Romsey scheme will be brought forward in due course.

6.17. Flood alleviation measures for other locations on the Flood Risk and Coastal Defence 'main programme' are currently being developed and the opportunity to bring works forward in 2018/19 and 2019/20 is being explored. Investigations have been undertaken for all locations on the 'main' and 'pipeline' programmes of the Flood Risk and Coastal Defence programme. These have sought to understand the overall requirement for flood risk intervention. The outcomes of these investigations are being shared with the Environment Agency and other key partners in order to establish the next steps. The recommendations will be reported to the Executive Member for Environment and Transport at a future decision meeting.

**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:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<a href="#">HCC Revenue Budget and Precept 2018/19</a>	05/02/2018
<a href="#">HCC 2017/18 – End of Year Financial Report</a>	18/19/06/2018
<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.)

DocumentLocation

None



## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **1.2. Equalities Impact Assessment:**

This is a financial report amending or proposing budgets for programmes and individual schemes. Changes or proposals for individual schemes will have been made following consultation, and will have undertaken their own specific consideration of equalities issues. The decisions in this report are financial, and mainly relate to in-house management of accounts.

### **2. Impact on Crime and Disorder:**

2.1. No specific proposals.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

No specific proposals.

**ETE Spend by sub-programme 2017/18**

<b>Gross Expenditure</b>	<b>To 31 March 2018</b>
	<b>£</b>
Structural Maintenance	37,008,671.57
Integrated Transport Programme	34,602,533.71
Flood & Coastal Defence Management	900,994.12
Solent Enterprise Zone	(488,747.81)
Community Transport	13,320.34
Waste	2,484,131.00
PRIP (residual after transfers to ITP)	21,175.59
<b>TOTAL</b>	<b>74,542,078.52</b>

**Details of Funding used 2017/18****ETE Capital Funding Summary**

	£
Contributions:	
Other Local Authorities (OLAs)	192,406
Developers	2,667,474
Successful competitive bids (LEP LGF)	26,412,407
Other contributions	3,518,158
Grant income	38,680,844
Miscellaneous income	57,039
Local Resources	3,013,750
<b>Total funding</b>	<b>74,542,079</b>

Developers = S106 Agreements

**Further Detail on Successful competitive bids and Other contributions funding****HCC Capital Schemes**

		£
Eastleigh HWRC	Eastleigh HWRC	2,484,131.00
Enterprise M3 LEP	Non Principal Roads - Surface Dressing	3,000,000.00
Enterprise M3 LEP	Thorneycroft Roundabout, Basingstoke	510,929.30
Enterprise M3 LEP	A30 Winchester Road Roundabout, Basingstoke	253,950.19
Enterprise M3 LEP	A33 Ringway/Popley, Basingstoke	168,772.96
Enterprise M3 LEP	Whitehill Bordon Phase II - Section A	6,424,286.69
Enterprise M3 LEP	Access to Fleet Station	2,348.15
Enterprise M3 LEP	EM3 Merton School Improvements, Basingstoke	15,151.79
Enterprise M3 LEP	A33 Crockford and Binfields, Basingstoke	3,764,743.53
Enterprise M3 LEP	EM3 Westgate/Western Schools	(2,294.93)
Enterprise M3 LEP	Whitehill Bordon A325 Integration Works	62,903.56
Enterprise M3 LEP	West Ham Roundabout, Basingstoke	60,762.10
Enterprise M3 LEP	Whitehill Bordon A325 Integration Gateways	92,700.98
Enterprise M3 LEP	RTPI Winchester Bus Station	39,399.00
Enterprise M3 LEP	Whitehill Bordon Phase II - Section B	24,105.80
First Hants and Dorset	Eclipse Busway Completion of phase 1	112,019.11
Highways England	M27 Junction 9 and Roundabout, Whiteley	896,717.05
Milngate Developments	Heritage Way, Gosport - Banned U-Turns	291.00
Solent LEP	Newgate Lane South	5,123,040.90
Solent LEP	A27 Dualling East and West of St Margaret's Rbt, Fareham	5,091,123.83
Solent LEP	A27 Station Rbt/Gudge Heath Lane, Fareham	835,976.00
Solent LEP	Stubbington Bypass	818,301.15
Solent LEP	Stubbington Bypass - land and enabling works	665,416.07
Solent LEP	Stubbington Village works	1,854.00
South West Trains	St Pauls Hill, Winchester	25,000.00

**HCC SUB TOTAL****(30,471,629.23)**

<b>Daedalus</b>		
Solent LEP	Solent EZ Phase 3 - Daedalus Drive - new road	(203,417.93)
Solent LEP	Solent EZ Phase 3 - Daedalus Drive - foul upgrade	12,591.30
Solent LEP	Solent EZ Phase 3 - Daedalus Drive - power upgrade	(350,237.45)
<hr/>		
	<b>Daedalus SUB TOTAL</b>	<b>(541,064.08)</b>
		<hr/>
		<b><u>29,930,565.15</u></b>
<hr/>		

## Schemes Not Started by 31 March 2018 - To Be Carried Forward to 2018/19

Scheme	Control Basis Starts or Exp	Value £000	Reasons for Delay (Please complete for each scheme)
<b>Structural Maintenance</b>			
Holmsley Bridge	Exp	2,000	Accumulating funding for major scheme over a number of years
Redbridge Causeway	Exp	3,791	Accumulating funding for major scheme over a number of years
Havant Footbridge	Exp	250	Funding set aside for future scheme.
Langstone Bridge	Exp	300	Carry forward of funding for 18/19 scheme
Bridges - Misc	Exp	634	Carry forward of funding for 18/19 schemes
Albermarle Avenue	Exp	650	Accumulating funding for major scheme over a number of years
Reeds Lane, Church Road	Exp	118	Carry forward of funding for 18/19 scheme
S38 Street Lighting Upgrades	Exp	50	Carry forward of funding for 18/19 schemes
A31 at Alton	Exp	500	Carry forward of funding for 18/19 scheme
F684 West Street Fareham	Exp	250	Carry forward of funding for 18/19 scheme
Rowner Road, Gosport B3334	Exp	420	Carry forward of funding for 18/19 scheme
Safety Fencing Performance Spec	Exp	60	Carry forward of funding for 18/19 schemes
Highways - Misc Op Res	Exp	5,880	Carry forward of funding for 18/19 schemes
Depots - Structural Maintenance	Exp	1,839	Carry forward of funding for 18/19 schemes
Highways Lab building and equipment upgrade	Exp	118	Accumulating funding for major scheme over a number of years
Misc schemes	Exp	296	Carry forward of funding for 18/19 scheme
Supplementary DfT Pot Hole Grant	Exp	1,480	Late Notification of additional 2017/18 Grant Funding
DfT Flood Resilience Grant	Exp	2,198	Advanced payment of 2018/19
<b>Safety</b>			
Low Cost Safety Schemes Programme (LCP)	Exp	130	Slight delay to delivery of the programme. Commitments remain in 2018/19
Casualty Reduction Programme (CRP)	Exp	125	Slight delay to delivery of the programme. Commitments remain in 2018/19
Carriageway Surface Treatment Programme (CSTP)	Exp	203	Slight delay to delivery of the programme. Commitments remain in 2018/19
Route Assessment Programme (RAP)	Exp	30	Slight delay to delivery of the programme. Commitments remain in 2018/19
Misc Casualty Reduction Underspends	Exp	228	Slight delay to delivery of the programme. Commitments remain in 2018/19
<b>Minor Traffic Management</b>			
Bodycoats Road, Chandlers Ford	Exp	40	Slight delay to delivery of scheme
Misc Minor Traffic Management Underspends	Exp	138	Slight delay to delivery of the programme. Commitments remain in 2018/19
<b>Other</b>			

Flood and Coastal Defence Management	Starts	5811	Budget carried forward to fund emerging programme
Market Town Fund	Starts	1320	Budget carried forward to fund emerging programme
Unallocated Share of 16/17 Capital Receipts	Starts	188	Carry forward of funding for 18/19 BRT Eclipse Busway Completion of Phase 1 scheme
<b>Total Environment</b>		<b>29,047</b>	

**The following is a list of projects where delegated decisions have been made.**

2017/18 Harts Farm Way, Havant – scheme deferred to 2018/19 programme.

2017/18 Barncroft Way, Havant – scheme deferred to 2018/19 programme and increased in value by £10,000 to £261,000.

2017/18 Long Lane Footway, Marchwood, Phase 2 – scheme deferred to 2018/19 programme.

2017/18 Andover: Ped Crossing Improvements on Vigo Road (eastern end) – scheme taken out of Capital Programme as it will now be completed as part of the Minor works programme.

2018/19 Stoke Road Gosport – Bus Priority Measures – scheme taken out of Capital Programme due to funding not being confirmed.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	17 July 2018
<b>Title:</b>	Hamble Lane Improvements
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Jason Tipler

**Tel:** 01962 667978

**Email:** jason.tipler@hants.gov.uk

#### 1. Recommendations

- 1.1. That feedback from the first public consultation, and the overall high level of support for the principle of improvements to Hamble Lane, is noted.
- 1.2. That the proposed improvements, which have been developed and informed by comments received in response to the public consultation, and are outlined in this report, are approved for adoption as the preferred scheme.
- 1.3. That approval is given to undertake a second round of public consultation in summer 2018 to seek views on the preferred scheme, and also to seek views on the prioritisation of different elements of the scheme.
- 1.4. That following the second public consultation, the preferred scheme is modified as appropriate to take into account local views, and that the resulting scheme be developed to detailed design stage.

#### 2. Executive Summary

- 2.1. On 14 November 2017 the Executive Member for Environment and Transport gave approval to undertake a public consultation exercise on the extent and nature of potential improvements to Hamble Lane, and approval to develop a preferred scheme option following analysis of consultation feedback.
- 2.2. The public consultation took place from 27 November 2017 to 7 January 2018, with a total of 683 responses being received. The purpose of this paper is as follows:
  - To report back on the results of the public consultation, including provision of a summary of the consultation process, the quantitative and qualitative responses received, and a summary of the key issues and concerns for residents;
  - To present proposed improvements to form the preferred scheme, which has been developed taking account of the consultation responses;

- To seek approval to undertake a second public consultation exercise to obtain views on the preferred scheme and a prioritisation of different elements; and
- To seek approval to develop the scheme to detailed design stage following the second public consultation, including any modifications that may result from the consultation response.

2.3. This paper seeks to:

- Briefly set out the background to the improvement scheme;
- Provide a detailed summary of the results of the first public consultation;
- Present the proposed improvements for adoption as the preferred scheme; and
- Consider and agree the future direction of the scheme.

### **3. Introduction**

- 3.1. Hamble Lane currently experiences significant traffic congestion, particularly during peak periods. The congestion is most pronounced on the A3025 section of Hamble Lane between Windhover roundabout to the north and the A3025 Portsmouth Road to the south. This section experiences the highest traffic flows as traffic routing to/from Southampton via the A3025 Portsmouth Road is combined with traffic routing to/from Hamble-le-Rice and Netley via the B3397 Hamble Lane.
- 3.2. The County Council has been working closely with Highways England to develop a solution to the congestion currently experienced at M27 Junction 8 and the Windhover roundabout, both of which can have a knock-on impact on traffic flows on Hamble Lane, particularly in a northbound direction. Highways England undertook a public consultation exercise on the preferred improvement schemes for these two junctions in autumn 2017, and is now continuing to progress the designs.
- 3.3. It is important to build upon and add value to the Highways England improvement schemes by developing a complementary scheme for the A3025 section of Hamble Lane. The Highways England scheme for Windhover and M27 Junction 8 should make a significant contribution towards improving northbound traffic flow on the A3025 Hamble Lane, and the scheme being developed by the County Council will seek primarily to improve southbound traffic flow on Hamble Lane whilst also further improving northbound traffic flow where possible.
- 3.4. Development sites that have recently been permitted in the local area, including along or in the vicinity of Hamble Lane, reinforce the need for additional capacity so as to accommodate both existing and forecast future traffic along Hamble Lane. These development sites have also provided some Section 106 funding to put towards the improvements.
- 3.5. Since the previous Executive Member report for this scheme in November 2017, a public consultation exercise has been undertaken, from 27 November 2017 to 7 January 2018, and in tandem and following on from this a design for a preferred improvement scheme has been worked up for approval. The design takes into account comments received as part of the public consultation

and also builds upon traffic modelling work that has been undertaken to assess the relative merits of different improvement options.

- 3.6. The remainder of this report provides details of the results of the public consultation exercise, and of the proposed scheme for the improvements, before discussing the future direction for the project.

#### **4. Public Consultation - Overview**

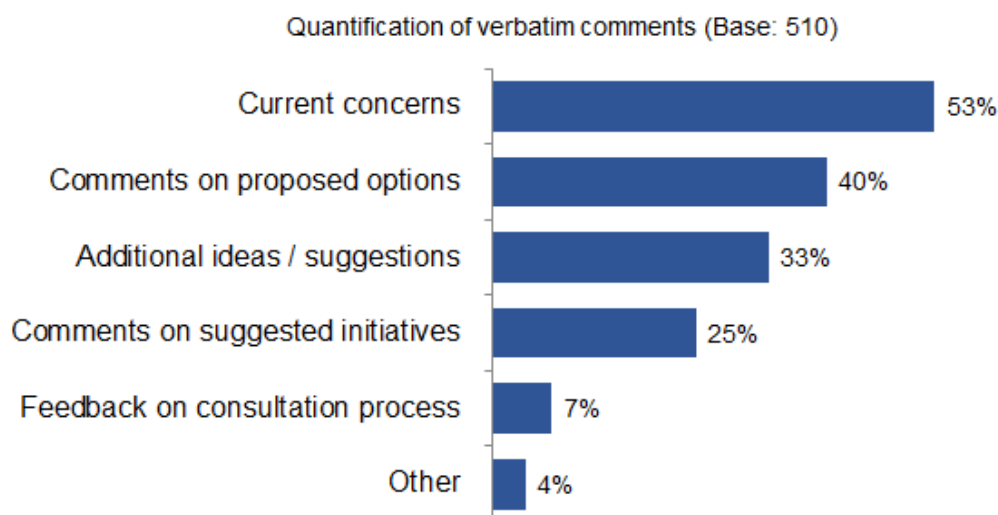
- 4.1. The first public consultation provided an opportunity for local residents, businesses and stakeholders to share their views on existing issues, possible improvements, and travel-planning initiatives along Hamble Lane and on the wider Hamble Peninsula. The open consultation was carried out to seek residents' and stakeholders' views and ideas. The aims of the Hamble Lane Improvements public consultation exercise were to:
  - Ascertain the public's views on the extent and nature of potential Hamble Lane improvements;
  - Understand what the public think the improvements should entail; and
  - Gather views on the potential for behavioural change and travel-planning initiatives for the wider Hamble Peninsula.
- 4.2. A consultation Information Pack and Response Form were made available to view, print, and download from the County Council's website. Responses could be submitted through an online questionnaire accessed via:  
<https://www.hants.gov.uk/transport/transportchemes/hamblelane>.
- 4.3. The questionnaire included questions on respondents' journeys, i.e. how and when they use Hamble Lane, their high-level views on the proposed improvements and specific issues and elements, and their views on potential travel-planning type initiatives. There was also a free text question for respondents to record any other comments they had about the improvements and/or existing issues.
- 4.4. In total, the consultation received 683 responses, including 510 further comments for consideration. These comments highlighted current concerns, and provided more detailed feedback on the options and initiatives proposed by the County Council. In addition, respondents submitted a range of their own alternative ideas for consideration.
- 4.5. There were also three drop-in events, at which there was a series of exhibition boards with Hampshire County Council and Eastleigh Borough Council officers on hand to answer questions from the public. Paper questionnaires were also handed out together with pre-paid envelopes to post the forms back to the Council. The drop-in events were held at Pilands Wood Centre in Bursledon, Roy Underdown Pavilion in Hamble, and Abbey Hall in Netley. People were asked to fill in the 'sign-in' book, at each event with 149 people recorded at Bursledon, 152 at Hamble and 108 at Netley. A total of 409 people signed in over the three events.
- 4.6. A full report of the findings of the public consultation is attached to this report as Appendix 1, including a copy of the original survey questionnaire. This includes the demographic profile of respondents, information on where they lived, how/when they use Hamble Lane, and for what purpose. The following

section focuses on providing a summary of the main findings of the consultation, in terms of resident's views on the improvement scheme, the main issues and different elements of the proposals.

## **5. Public consultation - Summary of Findings**

- 5.1. Respondents overwhelmingly support the principle of improvements to Hamble Lane, with 82% agreeing compared to only 3% disagreeing, with the remainder undecided. This stems from enduring concerns about congestion, exacerbated by new development and the perceived inability of the local transport infrastructure to support this. Residents from Hamble-Le-Rice and outside of the area are most supportive of improvements. There is particular backing from commuters, those doing the school run, and individuals regularly travelling during the morning and evening peak periods. There are also high levels of support from those using Hamble Lane during the weekend and for leisure/recreation reasons, suggesting that congestion issues are not confined to the weekday morning and evening peak periods.
- 5.2. When asked to rank the key elements of the scheme, 'Improving traffic flow and reducing delays' was the highest priority with 88%, placing this first. Improvements to public transport were ranked as second priority, walking/cycling provision as third priority, followed by initiatives to reduce the number of car trips. The ranking was partly because people felt that public transport was poor, meaning that for many the car is viewed as the only realistic mode of travel.
- 5.3. To help improve traffic flow, the potential widening of Hamble Lane between the Tesco and the Portsmouth Road junctions is supported by 80% of respondents, with a further 13% indicating that they might support this proposal as well. However, there were a number of concerns as to whether this opportunity still exists given the proximity of new development along the northern end of Hamble Lane. Some respondents also felt that only concentrating on widening this section could just shift the issue along the lane.
- 5.4. Respondents were supportive of all potential junction improvements. The Portsmouth Road junction was the first priority for 66% of respondents, with many stating that the primary cause of congestion in the area is the short right turn filter and insufficient road capacity. The next highest priority was the Tesco access junction, with 31% of respondents ranking this first, and several residents (8% of all respondents) felt that changes should be made on the A27 Providence Hill to allow Tesco traffic to exit here and reduce the burden on Hamble Lane. The Jurd Way junction was the next highest priority, followed by Pound Road and finally the Hound Road junction.
- 5.5. Respondents generally supported travel planning initiatives, although only 24% had heard of the County Council's travel-planning initiative, the 'My Journey Hampshire' website. The highest support was for school travel planning initiatives, with greater uncertainty about community initiatives. Car parking at Hamble rail station was the highest supported travel-planning initiative by residents from all areas. Priorities also included: better bus service, with comments about frequency, journey time and bus fares; and cycle provision, because of concerns about cyclists' safety, and the impact on traffic congestion of on-road cycling.

5.6. A total of 510 respondents submitted further comments for consideration, with the majority of these highlighting current concerns, as shown in the chart provided below. A total of 169 respondents gave additional ideas/suggestions. The greatest number of these related to the road network and public transport. A significant number of comments related to creating new/re-opening routes; the most cited option was the re-opening of Botley Road. Additional comments on public transport focussed on the need for improved train services in terms of frequency and destinations, with some thinking that this would reduce traffic on Hamble Lane.



*NB: Comments often mentioned more than one theme, and were coded to all that were applicable.*

5.7. The following section provides a summary of the main concerns, comments, ideas and suggestions that were made via the consultation and provides the County Council's response to each of these in turn.

## 6. Public Consultation - Other Comments

6.1. The impact of new housing development in the area was the single most common concern raised during the consultation, with 37% of all comments provided being about this issue. Other common issues that were raised included:

- Specific comments about the Portsmouth Road junction and it being the main cause of congestion (21% of all comments);
- Comments solely about congestion generally (15%), although almost all improvement comments mentioned congestion implicitly;
- The Windhover junction (11%);
- Improving train services in the area (10%);
- Providing new routes or re-opening old ones, including re-opening Botley Road at its junction with Bursledon Road (9%);
- The option to widen the road has been lost due to development (8%);
- Access to Tesco needs reviewing, including a new exit onto the A27 (8%);
- General comments about the need to widen the road (7%);
- Road widening beyond the area proposed (5%); and
- Air Pollution (4%).

6.2. The table below provides the County Council’s response to the main issues, comments and suggestions that were raised at the consultation.

<b>Issue/Comment/ Suggestion</b>	<b>County Council Response</b>
New housing development	<p>Eastleigh Borough Council is the statutory land use planning authority in this area and therefore decisions/allocations regarding development sites are entirely their remit. The County Council’s role, as the highways authority, is to advise on the impact of development, recommend measures which could be put in place to help mitigate this impact, and, if appropriate recommend refusal of planning permission on highways grounds.</p> <p>In previous years the Borough Council has been unable to demonstrate a 5-year land supply for housing, which is required under the National Planning Policy Framework (NPPF). This resulted in development which has been refused planning permission by the Borough Council being able to come forward via the subsequent appeals process. However this is no longer the case, and the Borough Council are now able to demonstrate a 5-year land supply.</p> <p>The relatively recent changes in national Government planning policy as a result of the NPPF mean that the threshold for a successful highway objection is higher than it used to be. The County Council must be able to demonstrate that the development site in question will, in isolation, have a ‘severe’ impact upon the operation of the local highway network. In practice this is very difficult to do, particularly for the relatively small scale sites that have been coming forward in the area.</p>
Portsmouth Road junction	<p>The County Council recognises that congestion at this junction is the main cause of southbound congestion on Hamble Lane, as outlined in the previous Executive Member for Environment and Transport Decision report for the scheme (dated 14 November 2017). The proposals that form part of the scheme outlined in this report seek to significantly improve traffic flow at this junction.</p> <p>The on-line widening to Hamble Lane centres on being able to separate southbound traffic looking to route down Portsmouth Road from traffic looking to route towards Hamble/Hound, from the point it leaves Windhover roundabout all the way down to the Portsmouth Road junction. This will provide increased capacity and a more efficient use of road space on the section north of the Tesco access.</p>
Congestion generally	<p>As set out in this report and the previous Executive Member for Environment and Transport Decision report for Hamble Lane improvements (dated 14 November 2017), it is acknowledged that there is significant traffic congestion in the area. The main aim of this scheme, in conjunction with other planned local schemes, is to try and address this congestion.</p> <p>The bigger picture includes the Highways England M27 Junctions 4-11 Smart Motorways scheme, and the Highways</p>

	<p>England schemes for Windhover roundabout and M27 Junction 8, plus the A3024 Bursledon Road corridor, which together form the 'M27 Southampton Junctions' package of works. In conjunction with the Hamble Lane improvements these schemes should all work together to improve traffic flow on Hamble Lane and in the wider area, but without one component the others would not be as effective. For example congestion at Windhover can cause congestion on Hamble Lane and vice versa, while congestion on the M27 can also cause congestion to occur on the surrounding local highway network. Taken together some significant reductions in congestion and delay are expected in the area once all schemes are completed.</p>
Windhover Junction	<p>As noted above an improvement scheme for Windhover roundabout forms part of the Highways England 'M27 Southampton Junctions' package of works. A public consultation for this scheme was undertaken by Highways England in autumn 2017, and the scheme plans for Windhover and M27 Junction 8 were presented at the first Hamble Lane improvements consultation. The County Council is working with Highways England to develop this scheme, and it is currently being progressed by Highways England with the intention of delivery being commenced in spring 2020.</p> <p>This scheme is required to create additional capacity in advance of implementing improvements to Hamble lane. Without improvements to Windhover, traffic would still queue at the northern end of Hamble Lane.</p>
Improving train services	<p>This is beyond the remit of the County Council as highway authority, and is the responsibility of the Train Operating Companies that provide services along the lines that route through Hamble Rail Station. It is, however, agreed that an increased service frequency to/from Southampton and Portsmouth would make rail travel a more attractive proposition.</p> <p>To do what we can to try and increase the use of Hamble rail station and make it more accessible to vehicles and cyclists, the County Council is currently considering an improvement scheme to provide a new car park, pick-up/drop-off facility and cycle parking at the station, as outlined in Section 9 of this report.</p>
Providing new routes	<p>The provision of new road links would involve significant expense, and opportunities would be extremely limited due to land constraints. Infrastructure improvements of the scale that would be required typically nowadays only come forward in conjunction with significant development sites for either housing and/or employment, and the County Council is not aware of any such sites or suitable areas in the vicinity of Hamble Lane.</p>
Re-opening Botley Road	<p>The Botley Road / Bursledon Road junction and the majority of Botley Road itself is located within the jurisdiction of Southampton City Council. Any decision on whether to re-open this link would therefore need to be agreed by the City Council, the County Council, and Eastleigh Borough Council.</p>

	<p>The junction currently experiences significant congestion during peak periods, and therefore adding more traffic to this junction (by re-opening Botley Road to all traffic) would only exacerbate the situation, particularly for those using Bursledon Road.</p> <p>This junction has been identified for improvements by Highways England as part of their 'M27 Southampton Junctions' package of works, aimed at improving access to Southampton together with improvements to Windhover roundabout and M27 Junction 8. Part of the previous rationale for re-opening this link was so that it could function as a form of western bypass to Windhover roundabout and M27 Junction 8. However, this could add more traffic onto less suitable links such as St Johns Road through Hedge End; and furthermore, in the context of the proposed improvements to these two junctions by Highways England, it is considered that there is less strategic justification for re-opening this link, and the overall benefits to the local highway network have not yet been established.</p>
<p>The option to widen Hamble Lane has been lost</p>	<p>For the County Council to require a developer to make provision within their site layout/Masterplan for highway works not directly associated with the site there must be a safeguarded line in an adopted Local Plan, which was not the case for Hamble Lane. However, the County Council's assessment indicates that (with the possible exception of one or two small areas) there is still sufficient space to widen Hamble Lane on the western side along the development site boundary (between the Tesco access and Jurd Way), without impinging on the new roads within the development site. There is also sufficient space to provide some form of environmental mitigation (TBC) between the development site and the proposed western boundary of Hamble Lane.</p>
<p>Access to Tesco needs reviewing, including a new egress onto the A27</p>	<p>It is agreed that traffic accessing the Tesco store can place a significant strain on the operation of the local highway network at certain times. A review of the existing access arrangements has taken place, and discussions with Tesco representatives have also taken place to ascertain their views on potential changes to their access arrangements.</p> <p>The proposals that form part of the proposed scheme seek to provide a better balance of traffic routing to/from Tesco between Hamble Lane and the A27 Providence Hill. They are dependant on internal reconfiguration of the Tesco car park and would need the buy-in of Tesco, but the County Council's assessment indicates that the revised access arrangements as proposed would offer significant benefits to traffic flow on the local highway network.</p>
<p>Road widening beyond the area proposed</p>	<p>The County Council's analysis indicates that the section of Hamble Lane north of the Portsmouth Road junction experiences the highest traffic flows, and the majority of significant delays that are experienced stem from issues at the junctions included within the proposed scheme. There would be little merit in extending the road widening further south from Portsmouth Road, as the less</p>



	significant issues to the south stem from issues at junctions which would not benefit from further road widening.
Air Pollution	The proposals will improve traffic flow in the identified Air Quality Management Area (AQMA) on Hamble Lane in the vicinity of the Portsmouth Road junction. They will improve the flow of traffic, thereby improving air quality, as moving traffic generally creates less air pollution than traffic which is queuing. Whilst it is acknowledged that the signals will still result in southbound right-turning traffic queueing at the Portsmouth Road junction, the vast majority of southbound traffic routing ahead will not have to stop for the majority of the time and therefore the volume of queueing vehicles should be significantly reduced.

## 7. Preferred Scheme

- 7.1. Since the previous Executive Member for Environment and Transport Decision report (dated 14 November 2017) a design for a preferred improvement scheme has been worked up, taking account of comments received at the first public consultation and building upon traffic modelling work that has been undertaken to assess the relative merits of different improvement options.
- 7.2. The proposed preferred scheme primarily includes junction and link improvements on the northern section of Hamble Lane, between the Windhover roundabout to the north and Portsmouth Road/Lowford Hill to the south. It also includes complementary improvements on the wider highway network, which have thus far been developed in less detail, and the creation of a Travel Plan Framework for the Hamble Peninsula.
- 7.3. The scheme for the highway improvements is shown on the plans provided at Appendix 2, which include an overview plan and also more detailed plans of the northern section of Hamble Lane. A summary of the main components of the highway works on the northern section is provided below:
- On-line road widening to Hamble Lane on the western side between the Tesco access and Jurd Way, and on the eastern side between Jurd Way and Portsmouth Road, to facilitate two continuous lanes southbound on Hamble Lane with one lane northbound. This will allow traffic on Hamble Lane southbound heading to Portsmouth Road to use a separate lane from traffic continuing south towards Hamble/Hound all the way from Windhover roundabout to Portsmouth Road;
  - Conversion of the junctions with the Tesco access, Jurd Way and Portsmouth Road to signal control, with all signals being linked to co-ordinate the flow of traffic;
  - A restriction of moves at the Tesco junction with Hamble Lane, to allow left-turns in and left-turns out only, with a new U-turn slip provided from Hamble Lane northbound to allow traffic to access Tesco, subject to agreement with Tesco. This will significantly reduce delay to northbound traffic on Hamble Lane at this location, as it will not have to stop at this junction;

- A proposed new egress from Tesco onto the A27 Providence Hill, together with permanent opening of the existing access from the A27 to Tesco, subject to agreement with Tesco. This would also require some internal reconfiguration of the Tesco car park, but would assist traffic flow on Hamble Lane by reducing the number of conflicting traffic movements at the existing junction with the Tesco access;
- A restriction of moves from Portsmouth Road at the junction with Hamble Lane to allow left-turns out of Portsmouth Road only. This will significantly improve the efficiency of the proposed signals by allowing traffic to turn right into Portsmouth Road at the same time as traffic turning left out of Portsmouth Road;
- A re-opening of Lowford Hill one-way in an eastbound direction, with access only available from Hamble Lane northbound, south of the Portsmouth Road junction. This will reduce the delay to Hamble Lane southbound traffic at the Jurd Way junction, by allowing traffic from the south on Hamble Lane seeking to route along Jurd Way/Portsmouth Road eastbound to access this road via Lowford Hill instead;
- New signal-controlled pedestrian crossings of Hamble Lane at the junction with Jurd Way and also to the north of the Tesco access junction. The existing signal-crossing just south of the Portsmouth Road junction will be incorporated into the proposed new traffic signals;
- A proposed new shared-use footway/cycleway on the eastern side of Hamble Lane, between Lowford Hill and the Windhover roundabout. This would be achieved by widening the existing footway, but the preferred width has yet to be determined and will be subject to discussions with affected third parties to determine the optimum position;
- Environmental / landscape mitigation of a type and location to be determined along the boundaries of Hamble Lane, to offset the impact of the scheme; and
- Traffic management measures of a type yet to be determined along Pound Road.

7.4. Third party land would be required at two main locations to facilitate the on-line widening – on the western side of Hamble Lane from Tesco to Jurd Way and on the eastern side of Hamble Lane from Jurd Way to Portsmouth Road. Initial discussions have been held with potentially affected land-owners to inform them of the possible requirement for land as part of the scheme, should it proceed as proposed.

7.5. The other complimentary improvements proposed on the wider highway network will include: the Portsmouth Road/A27 junction; the junction of Hamble Lane/Satchell Lane/Hound Road; plus smaller-scale improvements to pedestrian and cycle infrastructure further south along Hamble Lane between Hamble Rail Station and Ensign Way, in order to improve access to the rail station and nearby schools and businesses.

## **8. Sustainable Transport Measures**

- 8.1. As noted above, the consultation identified good levels of support for travel-planning initiatives in general. The County Council has organised an initial workshop event to be held with Parish Councillors and representatives from key businesses that are located in the Hamble area. This workshop will feed into the creation of a Travel Plan Framework for Hamble Lane that will form part of the proposed scheme, and which will seek to:
- Review the current transport network in the Hamble area;
  - Understand barriers to walking, cycling and using public transport;
  - Assess sustainable travel modes in the Hamble area;
  - Seek opportunities for small-scale improvements to increase sustainable travel use; and
  - Set out overarching objectives and travel plan measures to be taken forward in travel plans developed in the area.
- 8.2. In addition to the above, and subject to the approval of this report, the County Council will start developing a scheme to create a car park with drop-off/pick-up facility and cycle parking at Hamble Rail Station on land that is owned by the County Council. Whilst improving the train services that serve the station is beyond the remit of the County Council, a new car park and drop-off facility with cycle parking would make the station more usable and could help to reduce the number of private car trips on Hamble Lane. As noted previously, this was identified as the specific measure with the highest levels of public support during the first consultation.

## **9. Future direction**

- 9.1. Following the second consultation exercise, the responses will be analysed and any further refinements will be made to the preferred scheme based on the comments received during the consultation. The consultation responses and refined scheme will be reported back to the Executive Member in either late 2018 or early 2019.
- 9.2. If the preferred scheme is supported by a majority of the public, and no significant design refinements are required, approval will be sought from the Executive Member to progress the scheme to the detailed design stage. The scheme is also likely to include the progression of identified sustainable transport and travel-planning measures, subject to appropriate funding being available.
- 9.3. At this stage it is too early to ascertain a potential timescale for the delivery of the scheme should approval be given to progress. Going forward, the County Council will continue to work closely with Highways England regarding its improvement schemes for Windhover roundabout and M27 Junction 8, to ensure that the impact of the two schemes is considered in tandem. It is likely that improvements to Hamble Lane, should approval be given to progress, will follow on from the Highways England M27 Smart Motorways scheme and the improvements to Windhover and M27 Junction 8, in order to minimise disruption to the local highway network.

## **10. Finance**

- 10.1. At this stage in scheme development no specific funding has been allocated. Following the second public consultation event, and any subsequent design refinements, scheme delivery costs will be identified along with potential funding contributions, which is likely to include Section 106 funding from committed local development sites.
- 10.2. In the interim, further contributions to put towards the scheme will continue to be sought, and other funding opportunities are also being pursued.

**CORPORATE OR 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>	N/A
<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> A3025 Hamble Lane Improvements	<u>Date</u> 14/11/2017
<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	

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **1.2. Equalities Impact Assessment:**

The proposed Scheme aims to provide positive benefits for all local residents and road users, regardless of gender, race, religion or mobility. It will reduce congestion and delay and associated levels of driver stress. Benefits will apply to all users of the highway.

The proposals for a second consultation will have a neutral impact upon groups with protected characteristics, and any further detailed proposals arising will be subject to separate equalities impact assessments, as appropriate.

### **2. Impact on Crime and Disorder:**

2.1. The decision will not have any direct impact upon crime and disorder.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The proposed Scheme aims to reduce congestion and delay and will therefore help to improve air quality, due to a reduction in the volume of queuing vehicles.

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# Hamble Lane Improvements Consultation

## Findings Report

May 2018

Insight and Engagement Unit

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# Introduction

## Context

Hamble Lane experiences significant traffic congestion, particularly during peak periods. Congestion is most pronounced on the A3025 section of Hamble Lane south of Windhover roundabout where there are three main junctions: a three-arm roundabout at the Tesco store access; a three-arm roundabout at the Jurd Way junction; and a priority junction at Portsmouth Road.

This section of Hamble Lane experiences high traffic flows as traffic which routes to/from Southampton via the A3025 Portsmouth Road is combined with traffic to/from Hamble-le-Rice and Netley via the B3397 Hamble Lane. Recently permitted development sites in the local area, including along or in the vicinity of Hamble Lane, reinforce the need for additional capacity to accommodate both existing and forecast future traffic along Hamble Lane.

There is also a lack of capacity at the Windhover roundabout for traffic entering the junction from Hamble Lane, and on occasion congestion at Windhover is also caused by congestion at M27 Junction 8 and the A3024 Bursledon Road/Botley Road junction, which subsequently impede traffic looking to exit Hamble Lane. Southbound, congestion on the A3025 Hamble Lane is again caused by the high traffic flows and is largely related to a notable lack of capacity for right-turning traffic at the junction with Portsmouth Road. At times, queuing traffic resulting from the southbound congestion on Hamble Lane can block back to and through Windhover roundabout and interfere with the operation of the junction and Junction 8 of the M27.

The potential for improvements to this section of Hamble Lane was first identified as part of the *Eastleigh Strategic Transport Study Interim Report – Issues and Options*, produced by the County Council in December 2015. This document outlined a series of possible concept options to improve both link and junction capacity along the A3025 section of Hamble Lane. Some high-level transport modelling was undertaken on these concept options but further work was required.

The County Council has also been working closely with Highways England to develop a solution to the congestion currently experienced at M27 Junction 8 and the Windhover roundabout, both of which (as outlined above) can have a knock-on impact on traffic flows on Hamble Lane, particularly in a northbound direction. Highways England recently undertook a public consultation exercise on the preferred improvement schemes for these two junctions under the banner of the 'M27 Southampton Junctions' project. This project also includes capacity improvements along the length of the A3024 Bursledon Road corridor, including the junction with Botley Road, which as outlined above can also contribute towards congestion on Hamble Lane.

It is now important to build upon and add value to the Highways England improvement schemes by developing a complementary scheme for the A3025 section of Hamble Lane. The Highways England scheme for Windhover and M27 Junction 8 should make a significant contribution towards improving northbound traffic flow on the A3025 Hamble

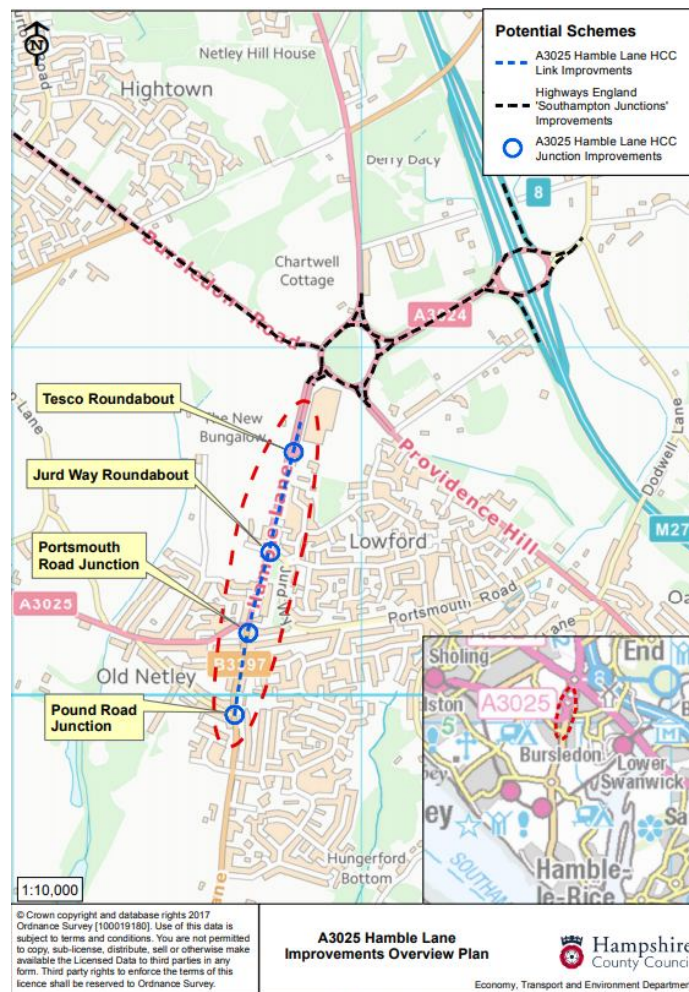
Lane, and the scheme to be developed by the County Council will seek to primarily improve southbound traffic flow on Hamble Lane whilst also further improving northbound traffic flow where possible.

The County Council is also seeking opportunities to improve the southern section of Hamble Lane (B3397) by looking at ways to increase people's travel choices. At peak times, junctions on Hamble Lane are at maximum capacity, which can cause severe journey time delays for residents and commuters of Hamble-le-Rice and Netley.

On 14 November 2017, the County Council's Executive Member for Environment and Transport gave approval to undertake a public consultation on improvements to the A3025 / B3397 Hamble Lane, in order to seek views on the extent and nature of potential improvements, the potential for behaviour change when it comes to travel choices, wider travel-planning initiatives, and the preferred way forward.

### Geographical scope of the consultation

This consultation provided an opportunity for local residents, businesses and stakeholders to share their views on existing issues, possible improvements, and travel-planning initiatives along Hamble Lane and on the wider Hamble Peninsula.



## Consultation aims

The consultation was an opportunity for local residents and businesses to provide their views on the existing issues, the scope of possible improvements, and the potential travel-planning initiatives for the wider Hamble Peninsula. The open consultation was carried out to seek residents' and stakeholders' views and ideas.

The aims of the Hamble Lane Improvements public consultation exercise are to:

- ascertain the public's views on the extent and nature of potential Hamble Lane improvements;
- understand what the public think the improvements should entail;
- gather views on the potential of behavioural change and travel-planning initiatives for the wider Hamble Peninsula; and
- identify the preferred way forward.

This report summarises key findings from the online and paper consultation questionnaires which took place from 27 November 2017 to 7 January 2018.

## Publication of data

Data provided as part of this consultation will be treated in accordance with the Data Protection Act 1998. Personal information will be used for analytical purposes only. The information collected as part of this consultation will be used by Hampshire County Council for analysis but will not be shared with any other third parties. All individuals' responses will be kept confidential. Responses from groups or organisations may be published in full. All data will be securely retained and copies of responses stored for one year after the end of the consultation process, and then deleted.

More details on how Hampshire County Council holds personal information can be found at: [www.hants.gov.uk/privacy](http://www.hants.gov.uk/privacy).

## Summary of Key Findings

Respondents overwhelmingly support the principle of improvements to Hamble Lane, which stems from enduring concerns about congestion, exacerbated by new development and the perceived inability of the local transport infrastructure to support this. Residents from Hamble-Le-Rice and outside of the area are most supportive of improvements. There is particular backing from commuters, those doing the school run and individuals regularly travelling during the morning and evening peak periods. There are also high levels of agreement from those using Hamble Lane during the weekend and for leisure/recreation reasons, suggesting that congestion issues are not confined to the weekday morning and evening peak periods.

'Improving traffic flow and reducing delays' is the highest priority because poor public transport means that for many the car is the only realistic mode of travel. Widening Hamble Lane between Tesco and the Portsmouth Road junction is supported by 80% of respondents, with a further 13% indicating that they might support this proposal as well. However, there were a number of concerns as to whether this opportunity still exists with the new development along the northern end of Hamble Lane. Some respondents also felt that only concentrating on widening this section could just shift the issue along the Lane.

Respondents were supportive of all potential junction improvements. The overall highest priority was the Tesco access junction, followed by Pound Road and Jurd Way junctions. Portsmouth Road junction was the first priority for 66% of respondents with many feeling that the primary cause of congestion in the area is the short right turn filter and insufficient road capacity.

Respondents supported travel planning initiatives, although only 24% had heard of the County Council's 'My Journey Hampshire' project. The highest support was for school travel planning initiatives, with greater uncertainty about community initiatives. Car parking at Hamble rail station was the best supported initiative by residents from all areas. Priorities also included: better bus service, with comments about frequency, journey time and bus fares; and cycle provision because of concerns about cyclists' safety, and the impact on traffic congestion of on-road cycling.

A total of 169 respondents gave additional ideas/suggestions. The greatest number of these related to the road network and public transport. A significant number of comments related to creating new/re-opening routes; the most cited option was the re-opening of Botley Road. Additional comments on public transport focussed on the need for improved train services in terms of frequency and destinations, with some thinking that this would reduce traffic on Hamble Lane.

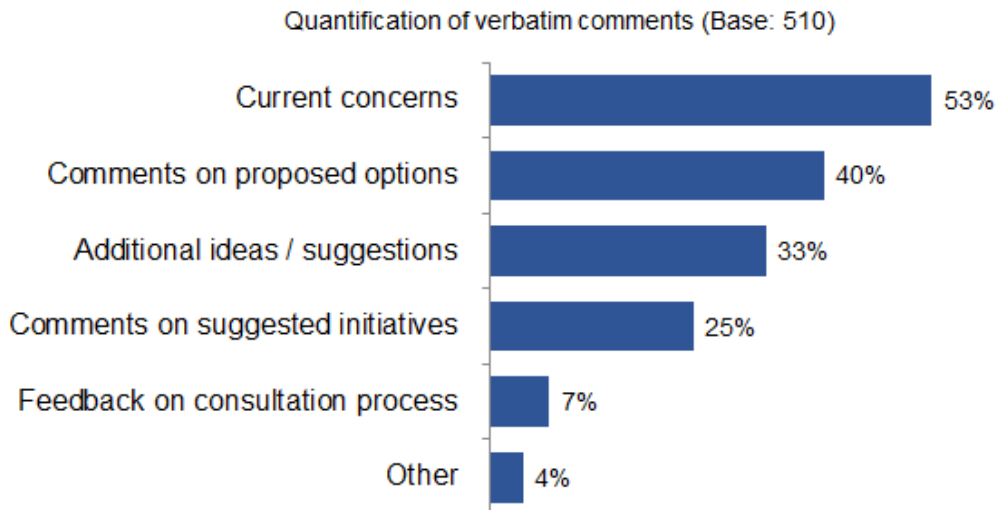
# Research approach

## Open consultation

The open consultation provided an opportunity for local residents, businesses and stakeholders to share their views on existing issues, possible improvements, and travel-planning initiatives. The consultation was online from 27 November 2017 to 7 January 2018.

A consultation Information Pack and Response Form were made available to view, print and download from the County Council’s website. Responses could be submitted through an online questionnaire: <https://www.hants.gov.uk/transport/transportchemes/hamblelane>

In total, the consultation received 683 responses, including 510 further comments for consideration. As illustrated in the chart below, these highlighted current concerns, and more detailed feedback on the options and initiatives proposed by the County Council. In addition, respondents submitted a range of their own alternative ideas for consideration. Key examples are provided where applicable throughout the report.

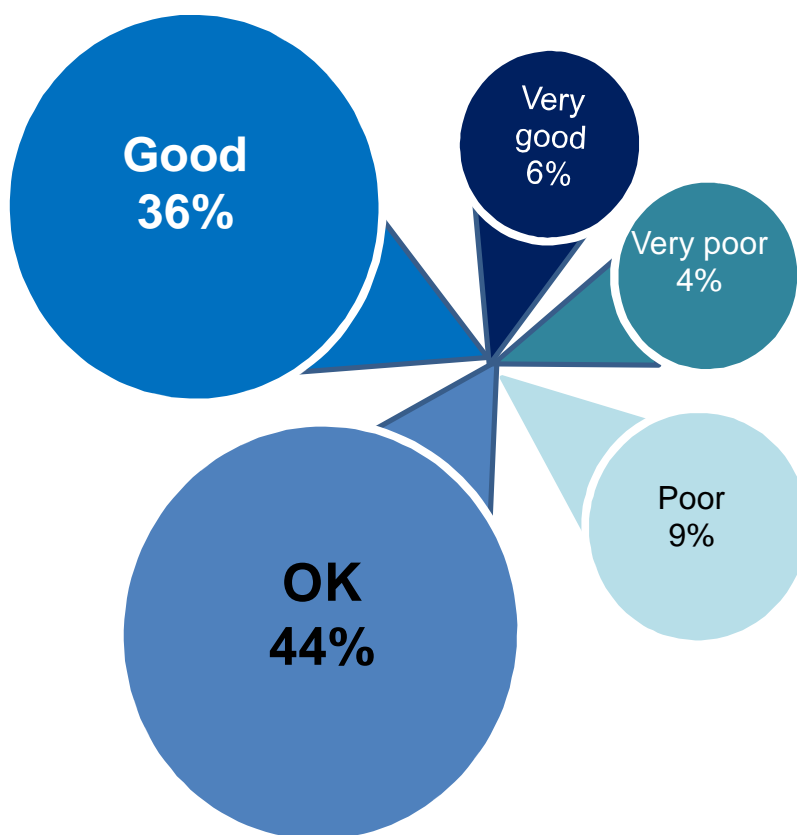


*NB: Comments often mentioned more than one theme, and were coded to all that were applicable.*

There were also three drop-in events, at which there was a series of exhibition boards with Hampshire County Council and Eastleigh Borough Council officers on hand to answer questions from the public. Paper questionnaires were also handed out. The drop-in events were held at Pilands Wood Centre in Bursledon, Roy Underdown Pavillion in Hamble and Abbey Hall in Netley. People were asked to fill in the 'sign-in' book, at each event with 149 people recorded at Bursledon, 152 at Hamble and 108 at Netley. A total of 409 people signed in over the three events.

Just under half of all respondents completing a questionnaire had attended the consultation exhibitions, which most felt gave an adequate view of the proposals. 8 out of 10 rated the consultation exhibition as either 'ok' or 'good'.

If you attended the event how would you rate the exhibition? (Base: 362)





## Respondents to the consultation

### Demographic profile

As the consultation was an open exercise, its findings cannot be considered to be a 'sample' or representation of a specific population.

Of the 683 respondents 59% were classified as residents and further 37% members of the public (Base: 662).

The majority (61%) of respondents were aged over 55 (22% aged 55-64 years and 39% aged 65+), with only 1% under 25 years of age. There was an over-representation of male (52%) vs female (48%). Six percent of the respondents considered themselves disabled. Responses have not been weighted to take account of the demographic of the sample.

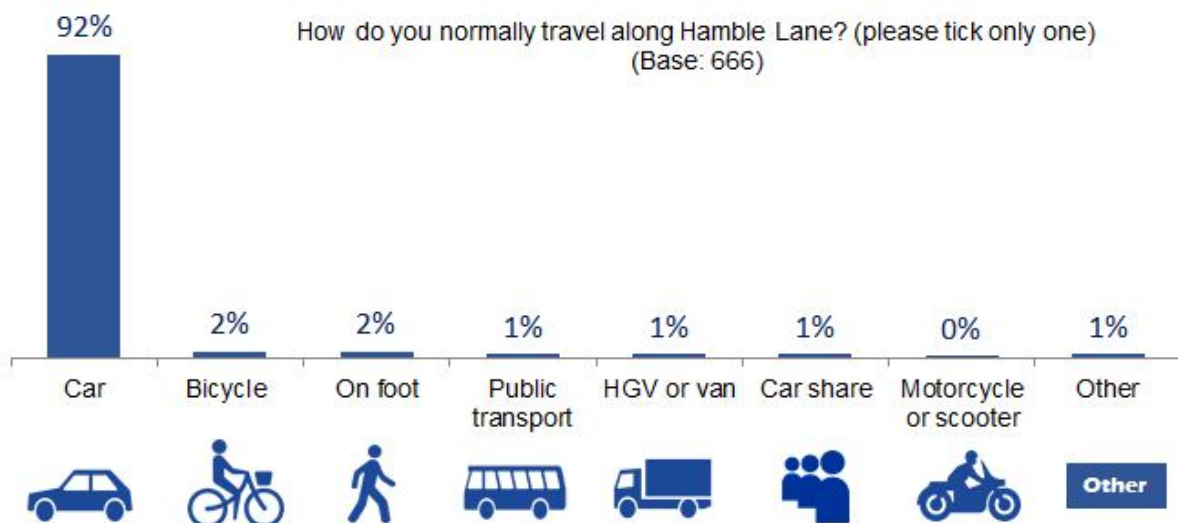
### Where did respondents live?

The majority of respondents lived within the areas surrounding Hamble Lane; Hound (221), Hamble-Le-Rice (211) and Bursledon (137). Sixteen questionnaires were received from residents in the Fareham area and 15 from Southampton/Hedge End areas.

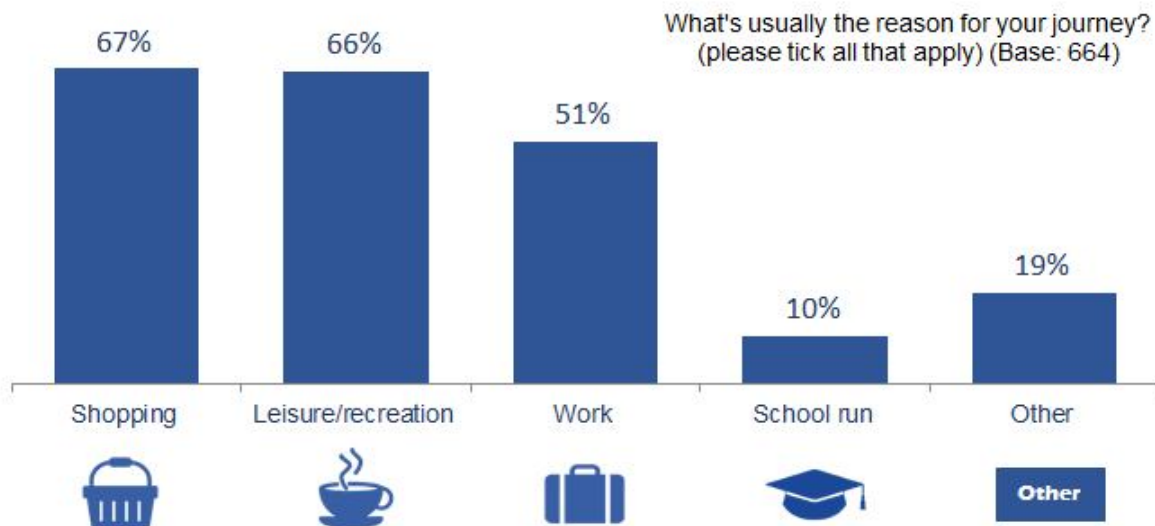
Respondents using Hamble Lane travelled from as far as the New Forest in the west, Winchester to the north and Fareham to the east.

### Respondents experiences of travelling along Hamble Lane

The majority of respondents travel along Hamble Lane using motorised vehicles, with 92% of respondents travelling by car and an additional 1% car sharing. A further 2% of travel is by public transport, HGV/van and motorcycle. Only 4% is by bicycle and on foot.



A total of 664 respondents shared their reasons for travelling along Hamble Lane and with multiple replies accepted; shopping (67%) and leisure/recreation (66%) were the top reasons. 51% of respondents travelled to work, which could reflect the demographic profile of those responding with a significant number of responses received from the retirement age population (39%). Other reasons for travel included multiple lists, but most notably cited medical appointments (doctor/dentist/hospital) and to see family and friends.



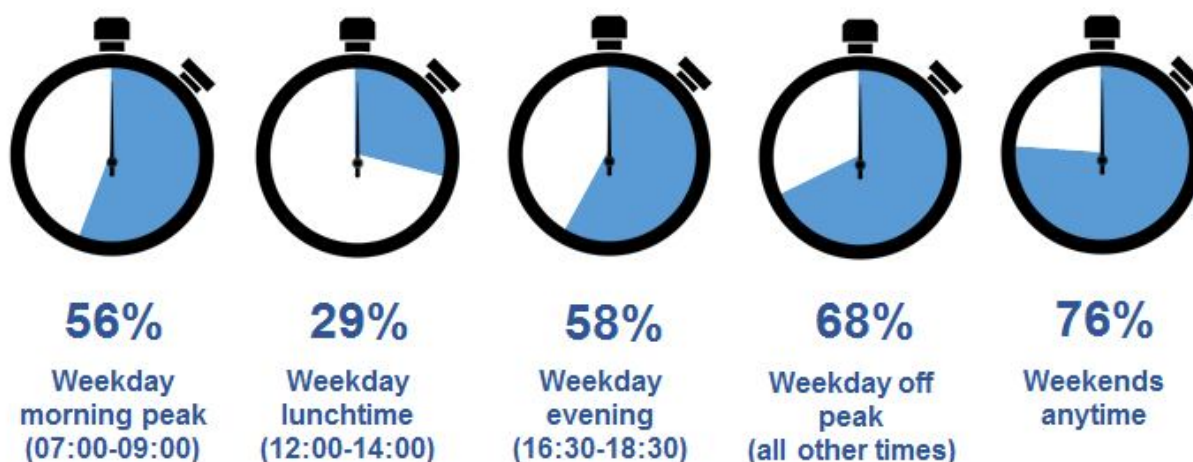
The majority of respondents (65%) travel along Hamble Lane on five days or more per week. Almost a quarter of respondents travel on at least 3-4 days in an average week.

How many days in an average week do you use Hamble Lane?  
(please tick only one)  
(Base: 663)



A high proportion of respondents (76%) travel along Hamble Lane at the weekend. Morning and evening peak movements are similar at 56% and 58% of respondents respectively. However, a further 68% of responses showed that a high number of journeys were also taken during the weekday off peak with an additional 29% during weekday lunchtimes.

At what time do you usually travel? (please tick all that apply)  
(Base: 666)

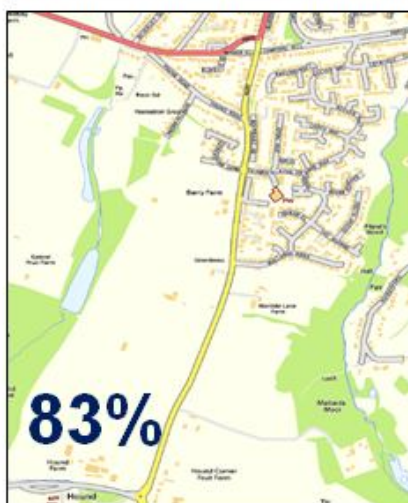


As would be expected, a high proportion (89%) of respondents travel along the northern section of Hamble Lane between Windhover roundabout and Portsmouth Road junction. Responses showed that a lower proportion (69%) used the southern section of Hamble Lane between the Hound Road junction and Hamble village, showing that all respondents to the consultation do not use the whole length of this road; being a peninsula there is a concentration of use at the northern end.

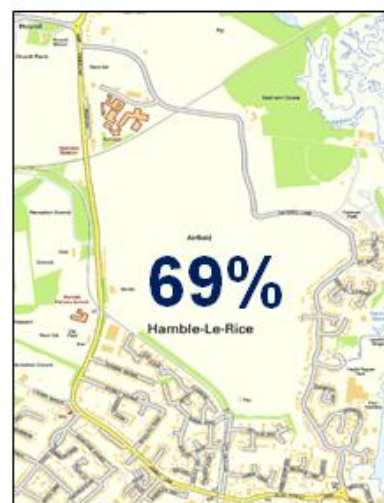
What part of Hamble lane do you use? (please tick all that apply) (Base: 659)



Between Portsmouth Road and Windhover roundabout



Between Portsmouth Road and Hound Road



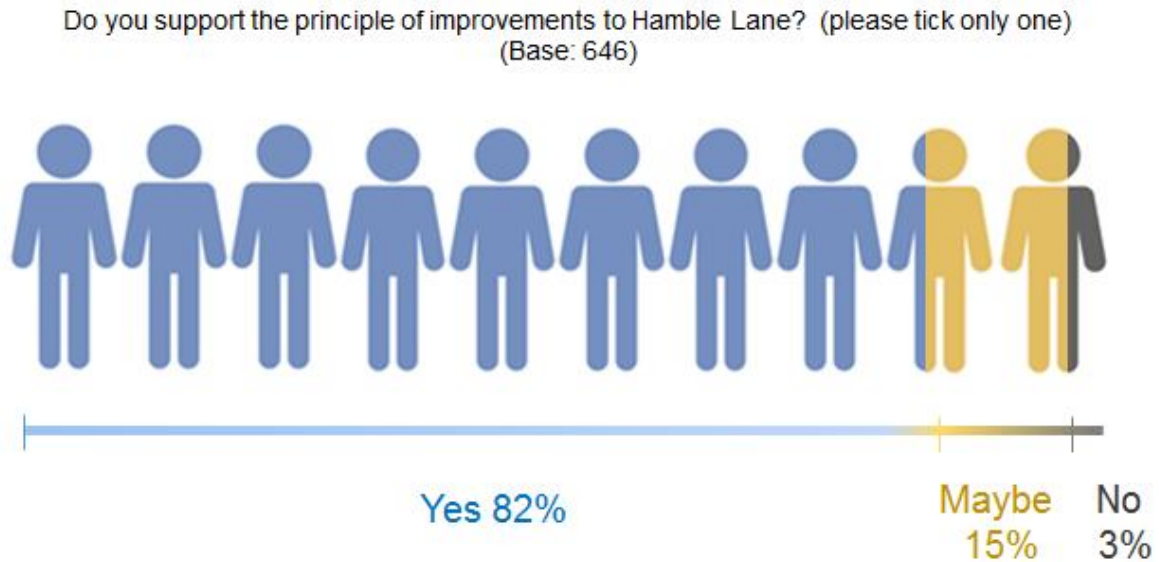
Between Hound Road and Hamble-le-Rice



# Respondents' feedback on the consultation proposals

## Improvements to Hamble Lane

Respondents overwhelmingly support the principle of improvements to Hamble Lane; with 82% agreeing, compared to only 3% disagreeing.



This stems from enduring concerns about congestion, exacerbated by new development in the area, and the perceived inability of the local transport infrastructure to support this. A total of 37% of all comments submitted via the consultation voiced concerns about the impact of new housing development in the area:

“Recent housebuilding on Hamble Lane has only compounded an existing problem in an entirely predictable way. New housing in Bursledon, Stoneham, Whitely etc. will bring the M27 jobs corridor to a standstill if HCC does nothing to put in place integrated infrastructure to transport people to jobs.”

“Hamble Lane needs to be improved taking into account future requirements as opposed to the current load. With the amount of development taking place there is no chance of succeeding without major infrastructure improvements e.g. dual carriageways and or completely new roads.”

“No more housing developments before the roads have been sorted to accommodate the existing ones already here.”

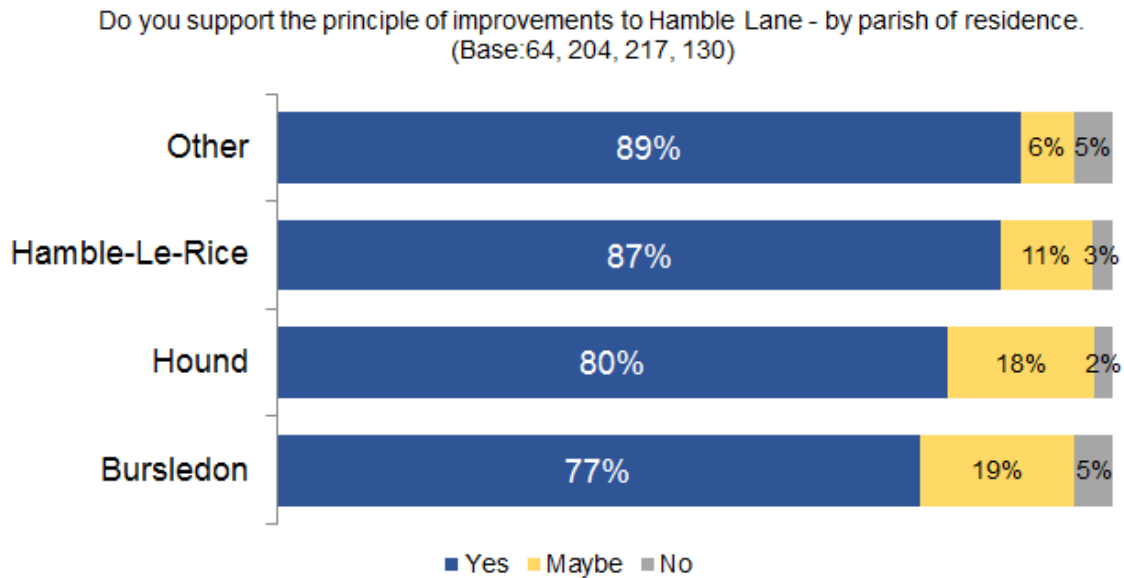
“Road infrastructure should be planned for before planning new housing estates.”

“Unless a more strategic approach is taken, any minor improvements that may be achieved from implementation of these schemes will be consumed very quickly as a result of more housing in the area and even significant improvement will not counteract the recent increases in traffic in the area.”

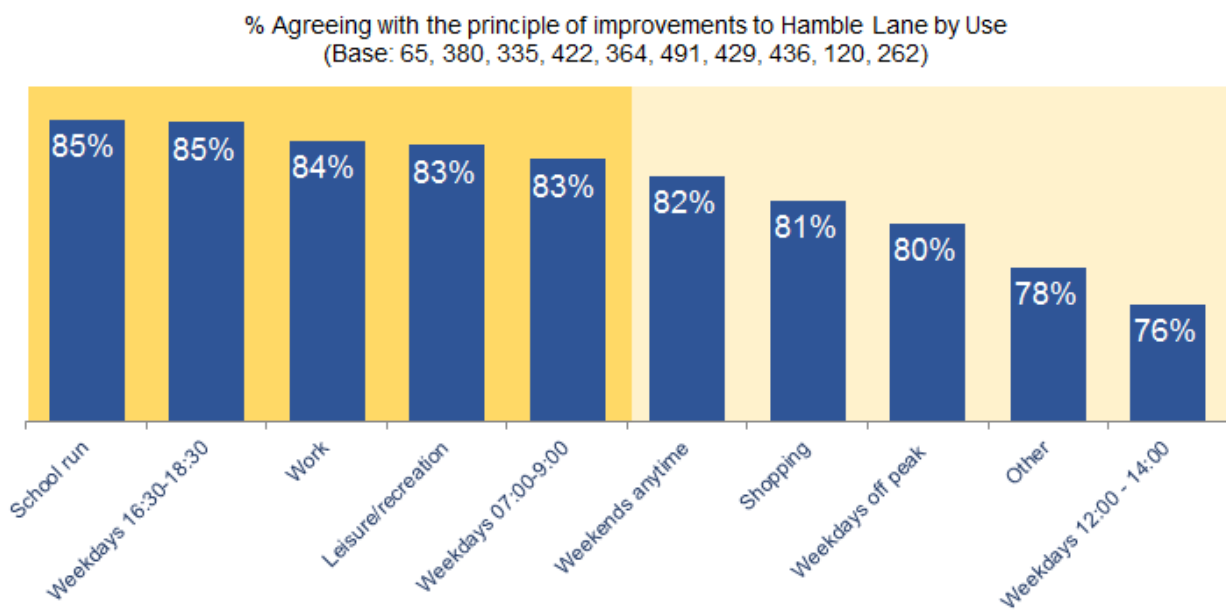
“Too many new housing developments for the road infrastructure are being approved ..... This is crazy and unsustainable. No one seems to consider the impact of all these new homes on the increased traffic along an already congested Hamble Road.”

“Whilst accepting the principle that if Hamble residents use their car less the volume of cars on the road will decrease, your report fails to mention that with so many new homes being built along Hamble Lane at the moment, the increased car count could well more than compensate. (Over 300 homes will almost certainly mean more than 300 more cars on the road!)”

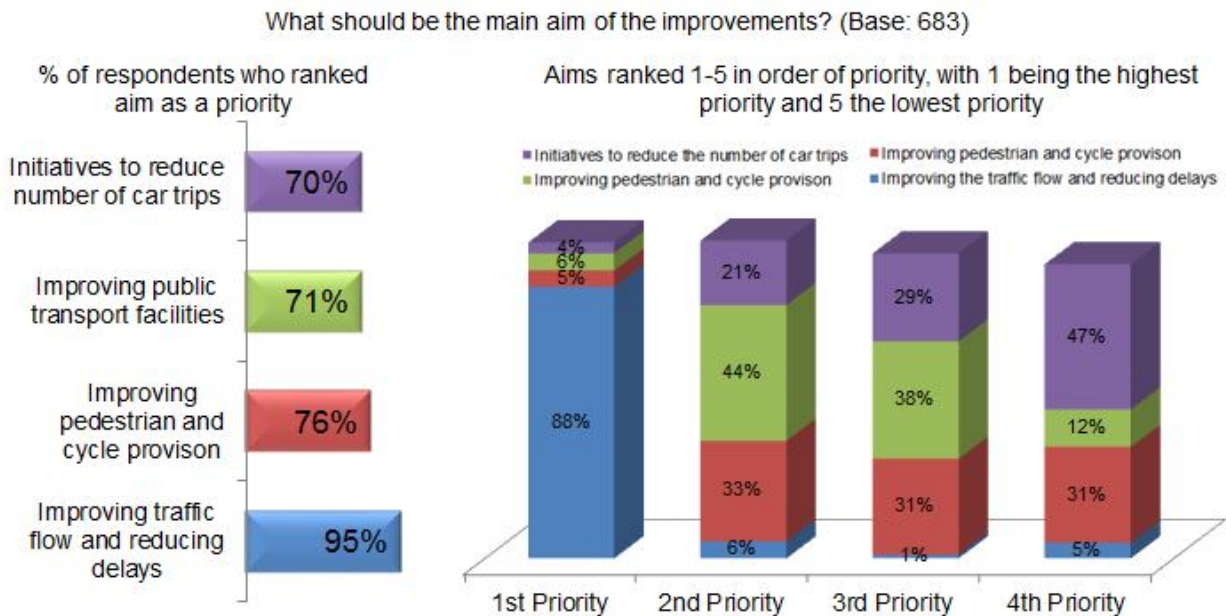
Overall 82% of the 646 respondents supported the principle of improvements to Hamble Lane; with only 22 (3%) saying that they didn't support improvements. Further analysis by respondents' postcode showed that those using Hamble Lane from outside the area and residents of Hamble-Le-Rice were most likely to advocate improvements.



These results correlate with the particular support of commuters, school travel and those travelling regularly during the morning and evening peak periods. There was also a high proportion agreeing with the principle of improvements from respondents travelling for leisure/recreation purposes.



When asked to rank the main aims of the improvements, 88% of respondents ranked improving traffic flow and reducing delays as the main priority. Overall taking all rankings into account the vast majority (95%) felt that this should be the main priority. Initiatives to reduce the number of car trips was ranked as the lowest priority overall.



It was felt that improving flow would help to mitigate heavy traffic, but also make public transport and shuttle buses a more viable alternative by improving their reliability.

However, despite frustration with journey times, respondents felt it is currently unrealistic to expect car usage to decline.

“As a shift worker I can not rely on public transport as timings do not match my shifts and the public transport does not run to locations that I work. Therefore I have no option but to use my car to travel to and from work. I live in Hamble and it is the only road in and out.”

“My journey to my sons nursery which should take 15 minutes now takes 50 mins with the increase in very heavy traffic.”

“I live in Hamble and commute to Chandlers Ford, buses are unreliable and getting the train means having to catch 3 different ones! My only option is to use a car.”

“Traffic congestion around Hamble Lane means that a simple trip into Hamble can take up to an hour on the bus from Coach Road. Trips onto the M27 can take up to one hour.”

“Shuttle bus from Hamble to Hamble rail station will be held up in traffic.”

“I work on Ensign Way and I have lost track of the number of times the traffic jam has started at the bottom of Ensign Way and it's taken me over an hour to get home. (I live on the other side of Southampton). As I live off junction 3 of the M27 there are no other options than car for me to get to work and it impacts on my family life.”

(15% of respondents solely raised congestion concerns; almost all improvement comments mentioned congestion implicitly)

## Potential Road Widening between Tesco access and Portsmouth Road Junction

To help improve flow, 8 out of 10 respondents felt that Hamble Lane should be widened between Tesco and Portsmouth Road. Only, 6% of respondents did not support this proposal.



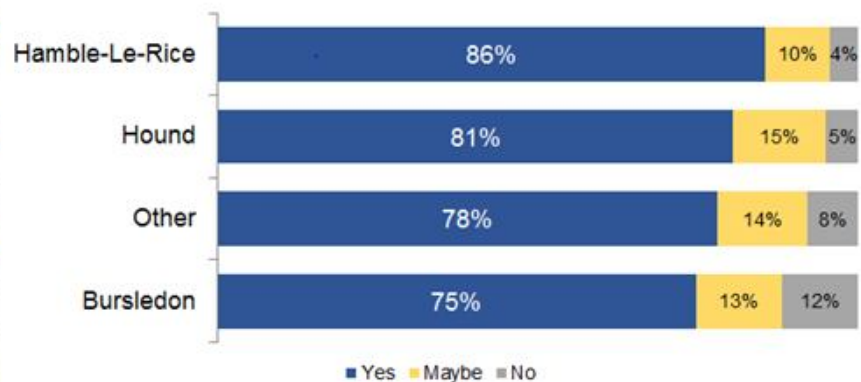
Do you support potential road widening on Hamble Lane between Tesco and Portsmouth Road junctions? (please tick only one) (Base: 661)



Residents of Hamble-Le-Rice and Hound were most supportive of road widening in this area, with 86% of respondents from Hamble-le-Rice and 81% from Hound. There was less support for this proposal from residents in Bursledon, although 75% of respondents did still support road widening in this location.



Do you support potential road widening on Hamble Lane between Tesco and Portsmouth Road Junctions – by parish of residence. (Base: 208, 221, 64, 134)





However, there were a number of concerns, as to whether the opportunity still exists to widen Hamble Lane in this location now that land along the route has been developed.

“The opportunity should have been taken to widen or reroute Hamble Lane before the current developments were authorised. The opportunity to widen Hamble Lane between Windhover and Portsmouth Road has now been lost, despite this problem having been in the making for many years.”

“The idea to widen Hamble Lane between Tesco and Portsmouth Road junctions is a good one but now impractical with the recent development between Tesco and Jurd Way!!.”

“The opportunity has been lost with existing development at the top of Hamble Lane, to significantly widen Hamble Lane.”

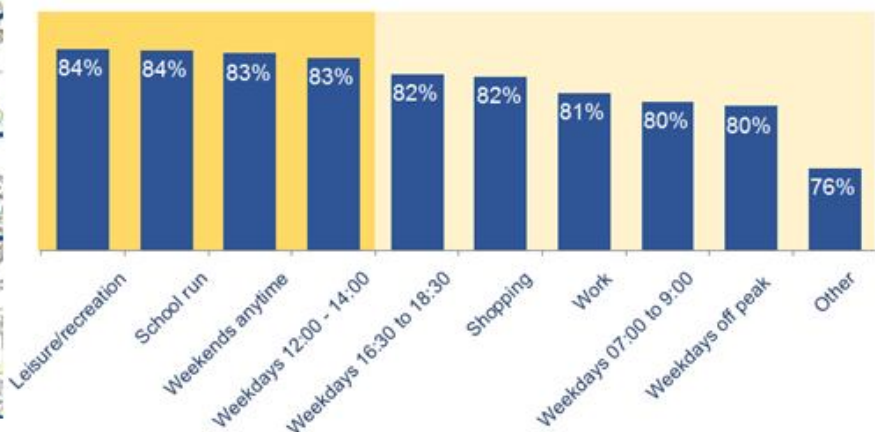
“Some action to improve traffic flow along Hamble Lane is needed. However, piecemeal widening will only move pinch-points further south, since it is impossible to widen the entire length without severely compromising the amenity of existing properties and the character of the road with its important hedges.”

(8% of all comments submitted via the consultation felt that the option for road widening had been restricted.)

All user groups were in favour of widening Hamble Lane. Respondents doing the school run were amongst the highest which is not surprising because the wide catchment area of the Hamble School extends beyond Windhover roundabout. However, respondents using Hamble Lane for leisure/recreation, at weekends and during weekday off-peak periods were also more supportive of this proposal.



% Agreeing with the widening of Hamble Lane by Use  
(Base: 435, 67, 501, 189, 384, 439, 337, 366, 446, 127)



Respondents welcomed the potential improvement that road widening could bring to specific bottlenecks. However, there is some concern that concentrating on one length of road could just shift the issue further along the Lane.

“I believe widening of the road at the Portsmouth road junction would improve this bottleneck of Hamble lane significantly.”

“We need two lanes leading down to the Portsmouth Road junction as cars turning right cause a knock on effect all the way back to Tesco.”

“Widening of Hamble Lane has been discussed for many years it’s imperative it’s done between Tesco roundabout and Portsmouth Road if it’s to have a positive impact.”

“Please just widen the road from Tesco to Portsmouth Road and the problem should be sorted so people can pass the people that want Portsmouth road.”

A strip of the development land should be used to help with widening the road and for adding a cycle path.”

“Road widening between Windhover roundabout and Portsmouth road is essential but will only work if there are no pinch points.”

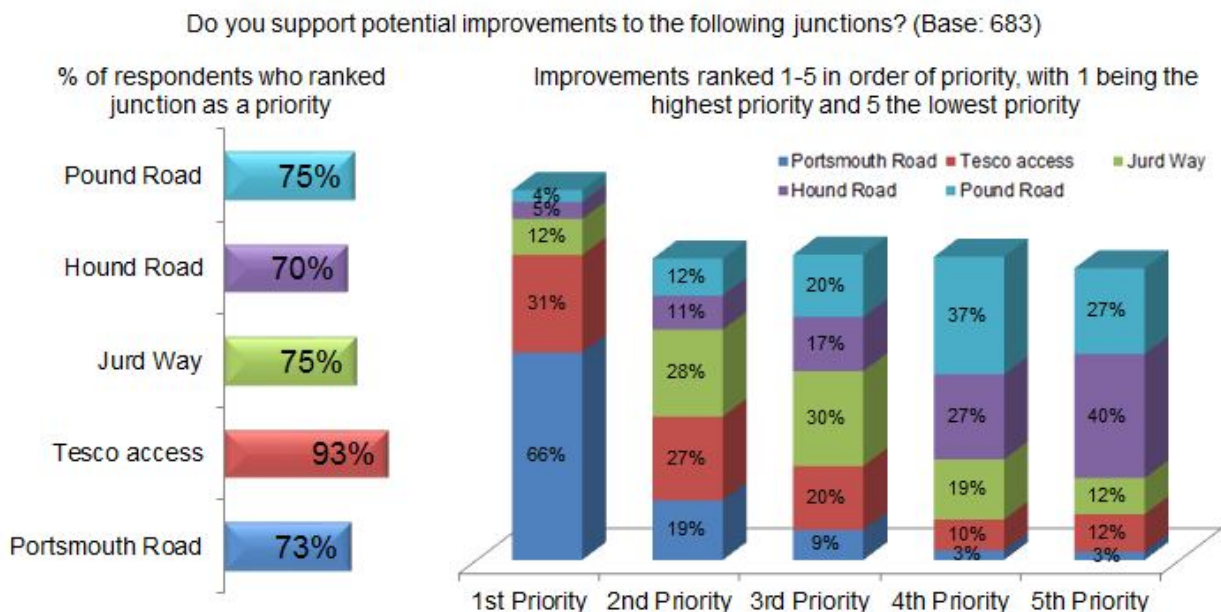
“If it is possible to widen Hamble Lane, the congestion would just be moved as there is no space to widen the whole length of the road.”

“Widening a road for a short stretch is not going to help as instead of 1 lane queuing you will have 2 which will need to filter back into 1 again.””

(In total, 7% of respondents commented on road widening at the Tesco-Portsmouth Road Junction)

### Improvements to Hamble Lane Junctions

Junction improvements were also seen as key to reducing delays. Portsmouth Road and the Tesco access were cited by 66% and 31% respectively as the highest priorities. However, the overall priority was the Tesco access (93%), followed by Pound Road (75%), Jurd Way (75%), Portsmouth Road (73%) and Hound Road (70%). Although cited as the highest priority by 66% of respondents, fewer people included Portsmouth Road in their rankings, with no indication of support from 187 respondents. However, only 46 questionnaires did not include the Tesco access in their rankings, resulting in an overall higher priority for this junction.



Many felt that the Portsmouth Road junction was the primary cause of congestion in the area due to the short right turn filter and insufficient road capacity.

“The traffic flowing onto Hamble Lane from Portsmouth Road is a major congestion factor, an alternation express way to access Woolston, Sholing And Western is required. Evening traffic at the Portsmouth junction is congested due to cars turning right (west) onto Portsmouth Road.”

“The nub of the traffic issue in this area is the Hamble Lane junction with Portsmouth Road. Improve this junction and watch the other areas free up or have a tolerable level of delay. I have used Hamble Lane most days for the last 20+ years some as a patrolling Police officer. If Portsmouth road junction causes a delay the other areas you are looking at start to be affected this includes the M27.”

“The right turn lane into Portsmouth Road off of Hamble Lane needs extending - cars queuing for Portsmouth Road cause long delays on traffic wanting to continue down Hamble Lane become stuck!”

“Portsmouth road junction is THE problem, solve it with roundabout/traffic lights and directing Woodston traffic along Botley Road.”

“The biggest cause of congestion is the Portsmouth Road junction with Hamble Lane. (Not Jurd Way, nor the Tesco mini-roundabout.) Vehicles travelling south wishing to turn right, (towards Southampton) cause considerable congestion because the road does not have the wait capacity in this area. In addition, there should be NO right turning from Portsmouth Road and Pound Road on to Hamble Lane; motorists should be forced to turn left (north) then circumnavigate the roundabout at Jurd Way in order to continue their journey south.”

“Hamble Lane/Portsmouth road junction must be a priority. Solve that and half the problems go away”

*(In total, 21% of respondents commented on the Portsmouth Road Junction)*

8% of respondents commented on the Tesco access with reference to changes to the A27 Providence Hill junction to reduce the number of vehicles exiting onto Hamble Lane.

“A second entrance to Tesco was completed some years ago but you can only enter if you come up the hill. Maybe some thought could go into making some changes to this junction to relieve some pressure at the main entrance.”

“Tesco needs more than one exit out of Tesco with a traffic light system in place . You have two ways in to Tesco but only one way out .”

“By changing the junction to FORCE traffic in the left lane to turn into Tesco, this would reduce the conflict at that island and help traffic flow. It would also make the leaving Tesco safer as they would not be subjected to vehicles cutting across in front of them on the island.”

“Tesco access needs more innovative thinking. Could the Hamble Lane access be limited to left hand turn exit only at peak periods, and the A27 side opened?.”

“Provide Tesco an additional exit onto Providence Hill, where the ancillary entrance already exists, also allowing this traffic to turn right, e.g. an extra mini roundabout, as not much traffic goes left down Providence Hill from Windhover, and such a roundabout would allow the traffic to filter more sensibly. This will considerably reduce Tesco exit traffic loading Windhover roundabout / and reduce Hamble Lane northbound congestion.”

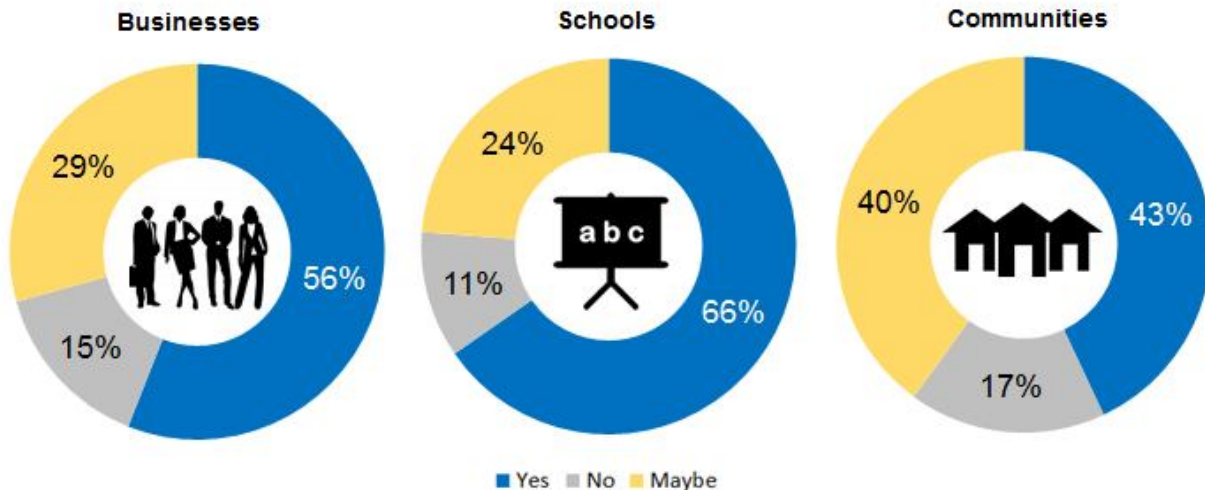
“Tescos have in the past applied for a second exit onto the A27, if that could be achieved it would reduce pressure on Hamble Lane”

*(In total, 8% of respondents commented on the Tesco Junction)*

## Initiatives to reduce the number of car trips along Hamble Lane

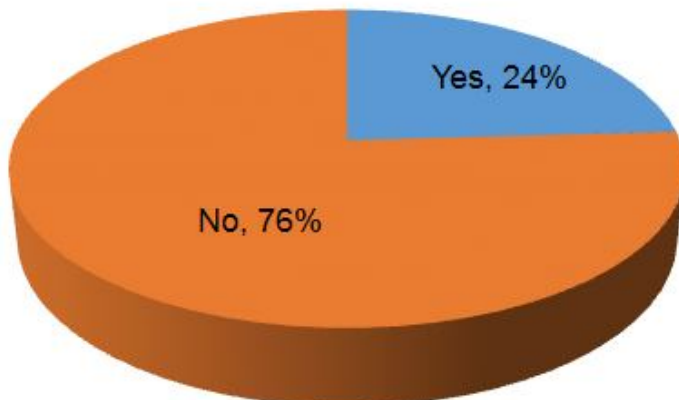
Respondents were asked to comment on the introduction of travel-planning initiatives for business, schools and communities. Two thirds of respondents were supportive of initiatives for schools, with a further 24% saying 'maybe'. Business travel plans and initiatives were supported by 56% of respondents with a further 29% maybe supportive. The comments on community initiatives were less conclusive with 43% supportive, 40% maybe supportive and 17% not supportive.

Do you support the introduction of travel-planning initiatives for Hamble, which would aim to reduce the number of car trips along Hamble Lane? (Please tick one only) (Base: 625, 624, 616)



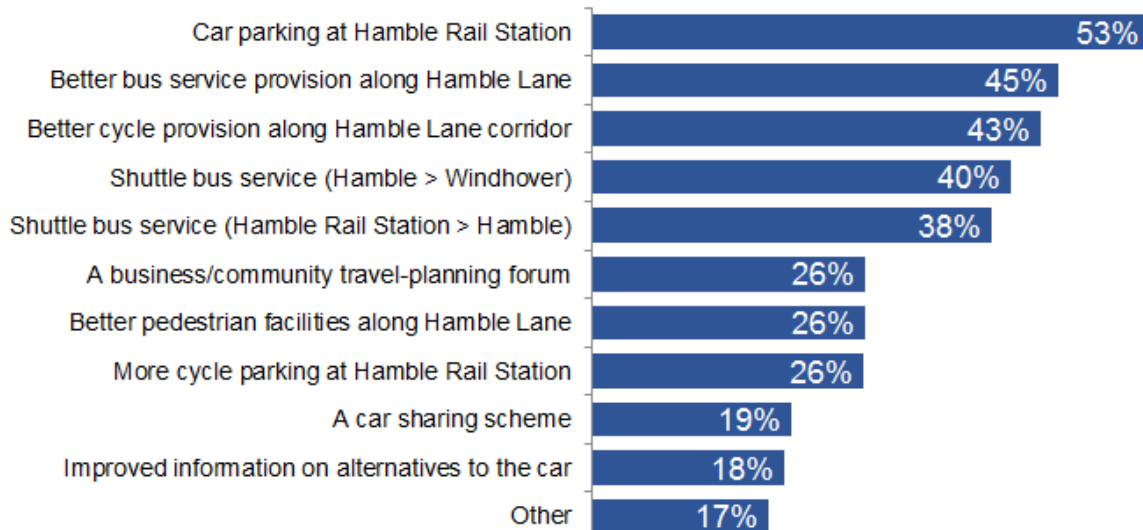
The majority of respondents were currently unaware of the existing travel planning initiative – 'My Journey Hampshire' with just less than a quarter of respondents knowing about the project.

Have you heard of the 'My Journey Hampshire' website? <https://myjourneyhampshire.com>? (please tick only one) (Base: 651)



Car parking at the rail station was the best supported initiative, with 53% of the 604 respondents thinking it would be useful. Better bus service provision and cycle provision along Hamble Lane as well as a shuttle bus service (Hamble to Windhover) were all selected by 40% or more respondents as measures to facilitate alternatives to the car.

What types of initiatives do you think would be useful, subject to funding? (please tick all that apply) (Base: 604)



Respondents gave qualitative feedback on the initiatives, especially for bus services and cycling provision along Hamble Lane.

#### Further comments about the proposed initiatives

Car Parking at Hamble Station (18 comments)	Better Bus Services (43 comments)	Cycling provision along Hamble Lane (37 comments)
<p>“ Car parking at Hamble Station should be provided - I believe Hants CC own field between station and garage.</p>	<p>“ The service to Southampton is good but it is virtually impossible to get anywhere else by bus at peak hour.</p>	<p>“ Better cycle provision and cyclists should be forced to use cycle lane. They cause hold ups when they use the road.</p>
<p>If there was a car park I would use the train more often.</p>	<p>Bus services are so infrequent, limited in destination and rambling in journey, that they are not suitable for the majority of commutes.</p>	<p>Provision for bikes along Hamble Lane a priority for safety. They also at present hold up traffic in narrow stretch</p>
<p>I would welcome a car park at the train station but I would want a system that would mean it would benefit Hamble residents ”</p>	<p>If bus fares were more affordable perhaps more people would go by bus to Tesco's and work in Hamble lane ”</p>	<p>Please widen the cycle lane in places where cyclists are requested to dismount. ”</p>

Travellers from all areas would appreciate parking at the rail station. Locals were more likely to benefit from better buses and shuttle buses, compared to residents outside of the area who would prefer better cycle provision along Hamble lane.

Most  
↑

	<b>Bursledon</b>	<b>Hamble-Le-Rice</b>	<b>Hound</b>	<b>Other</b>
	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station
	Better bus service provision along Hamble Lane	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor
	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations
	Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus service between Hamble and Windhover areas
	Better pedestrian facilities along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane
	Shuttle bus - Hamble Rail Station / Hamble locations	More cycle parking at Hamble Rail Station	More cycle parking at Hamble Rail Station	Other
	More cycle parking at Hamble Rail Station	A business/community travel-planning forum	A business/community travel-planning forum	More cycle parking at Hamble Rail Station
	A business/community travel-planning forum	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane
	A car sharing scheme	A car sharing scheme	A car sharing scheme	Improved information on alternatives to the car
	Improved information on alternatives to the car	Improved information on alternatives to the car	Improved information on alternatives to the car	A business/community travel-planning forum
	Other	Other	Other	A car sharing scheme

*What types of initiatives do you think would be useful – by parish of residence (Base 122, 185, 189, 55)*

All user types agreed on the top initiatives, although the specific level of support did vary – particularly with regards to the need for better bus and shuttle bus services along Hamble Lane.

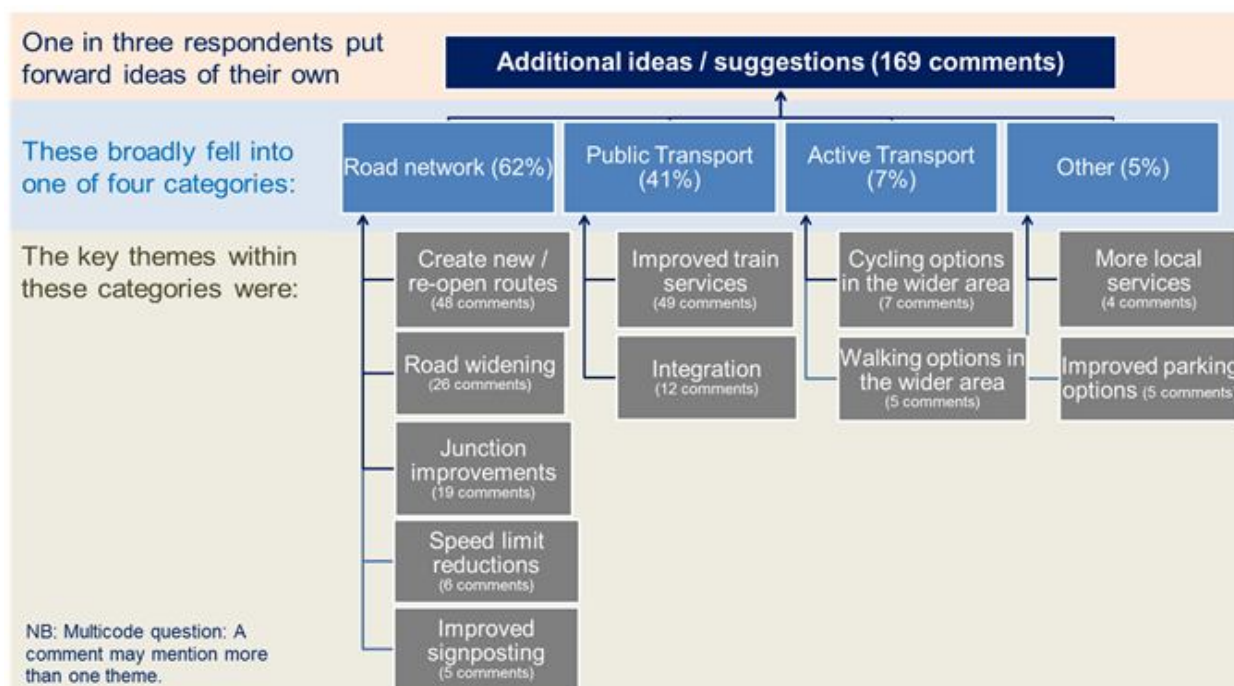
What types of initiatives do you think would be useful by reason for travel (Base: 409, 59, 405, 120, 602)

	Work	Shopping	School run	Leisure	Other	Variance
Car parking at Hamble Rail Station	53%	53%	58%	57%	58%	5%
Better bus service provision along Hamble Lane	40%	47%	36%	45%	46%	11%
Better cycle provision along Hamble Lane corridor	43%	44%	41%	43%	41%	3%
Shuttle bus - Hamble / Windhover areas	33%	40%	31%	40%	49%	19%
Shuttle bus - Hamble Rail Station / Hamble locations	40%	38%	39%	39%	39%	2%
Better pedestrian facilities along Hamble Lane	21%	27%	29%	26%	31%	10%
A business/community travel-planning forum	28%	26%	29%	26%	24%	5%
More cycle parking at Hamble Rail Station	26%	28%	32%	26%	31%	7%
A car sharing scheme	19%	18%	20%	18%	18%	3%
Improved information on alternatives to the car	18%	17%	14%	19%	13%	6%
Other	18%	15%	19%	15%	22%	7%

Green = most supportive group, Red = least supportive group, Variance = range between most & least supportive

## Additional ideas and suggestions

In addition to commenting on proposed options, many respondents submitted ideas of their own. There were several comments about re-opening routes, including Botley Road. Improved train services related to the need for more frequent trains with better links to stations such as Southampton Parkway.



Road network (62%) suggestions are primarily related to other options for improving the road network by creating new-routes, or re-opening old routes. Re-opening of Botley Road was the most mentioned option, proposed by 29 respondents.

“At one time there was a suggestion to take traffic from Windhover roundabout along Bursledon road and then improve Botley road to link with Portsmouth road. Is this no longer feasible? Plenty of undeveloped land to enable this.”	“Open up the road northbound from Hamble Motors on the corner of Botley Road to take traffic away from the Hamble peninsular. People coming from the Itchen Bridge can then go up Botley Road to Hedge End area.”
“Build a new road from the Hamble roundabout through the fields with flyovers etc. to the A27/Windhover Roundabout access.”	“Why no mention of re-opening Botley Road which most people consider the most necessary option.”
“Re-open closed section of Lowford Hill for traffic to/from Hamble to Bursledon.”	“Reopen Portsmouth road to go straight into Lowford Hill via roundabout and remove crossing on Hamble Lane at this point.”
“New road Hamble Station to Windhover.”	“Reopening of section of closed off Portsmouth Road.”
“A relief road. .between the A3024 and the A3025.”	”

*(In total, 9% of respondents suggested new routes or old ones that could be re-opened)*

Additional comments relating to road widening reflected the desire to widen beyond the Tesco-Portsmouth Road section.

“There would be considerable grounds for an additional lane from Windhover roundabout to Botley Road with a unrestricted (no traffic light) entry in to Botley road with a feeder lane.”	“Widening the Bursledon Road (A3024) along the entire section between Windhover Roundabout and Botley Road (B3033) with an inside lane dedicated for traffic heading towards Woolston via the Botley Road(B3033) may reduce congestion.”
“4 lanes are required the whole way from Windhover roundabout to Portsmouth Road.”	“Make Hamble Lane a dual carriage way from top to bottom.”
“Hamble Lane should be widened all the way down to Hound corner.”	“Widen Hamble lane from windhover through to Hamble/ Netley roundabout.”
“Yes we need wider roads but it has to be the entire way along not in fits and starts.”	”

*(In total, 5% of respondents made suggestions regarding road widening beyond the area proposed)*



Similarly, a number of respondents wanted to ensure that the Windhover junction was not missed from the proposals.

“What I cannot understand is that Windhover roundabout must be the largest piece of unused ground on the road system. It is huge with so much potential to improve the traffic flow all ways and help relieve Hamble Lane and adjoining roads.”

“Chiswick style flyover for cars over the roundabout and flowing down the motorway from Hamble Lane. Expense but very, very effective.”

“On the dual carriageway from the Tesco roundabout to Windhover roundabout a permanent filter lane be made, to ease traffic flow, into Southampton Rd going towards Southampton.”

“It is my view that there should be traffic lights at each entry-point in order to regularise and control traffic flow (as has been done at J5).”

“Smart traffic lights on Windhover should improve flow.”

“The A27 needs a flyover at Windhover roundabout so Hamble Lane doesn't bring the entire road network from Southampton to Fareham to a standstill.”

“A dedicated lane from Junction 8 M27 leading to the A27.”

“You should include a bypass on Windhover roundabout to increase the flow of traffic similar to the improvement at Eastleigh onto the M27.”

*(In total, 11% of respondents made suggestions regarding the Windhover junction)*

Additional comments relating to public transport focussed squarely on the need for improved train services for the area.

In particular, respondents felt that more frequent services serving Hamble Station would relieve some of the commuter burden on local roads.

“More train at peak times. Train to Hamble 7.00am then.... 8:16am so no wonder everyone travelling west to Southampton, and onto Winchester/London etc. is on the road!.”

“Better rail services from Bursledon/Hamble/Netley would get more cars off the road but with only one train an hour people don't use the service.”

“Hamble train times need to coincide with when local business hours start and finish. Workers are unable to finish early to walk and then catch a train and also start work later as the train arrives just before 9am or just after without giving time for people to walk into Hamble to work. .”

“There is no point in providing car parking @Hamble Station if access to services is not improved.”

“The train is really easy to use but so infrequent I end up driving to Hedge End or Swanick. . On days when I could go by train I invariably end up driving to another station where I can park and there are some trains.”

“I would be happy to travel by train at least part of the time, but with only one train an hour on each line (Chandlers Ford to Southampton and Southampton to Hamble) the journey takes far too long. There is no point in introducing a shuttle bus from Hamble village to the station unless the frequency of train services is improved, at both ends of the day.”

“Many trains DO travel through Hamble/Netley each hour - but only one stops at these stations!”

*(In total, 10% of respondents felt that train services in the area could be improved)*

## Comments by Parish Councils

Hamble and Bursledon parish councils gave detailed feedback to the consultation. The full transcript is included in Appendix 3.

In summary, the following points were included:

### Hamble Parish Council

- Network strategy to focus investment, stop rat running and improve public transport is critical for development
- Investment spend should have the objective of reducing travel time at peak periods
- Concerns about congestion and junctions
- Comments on proposed junction options for Tesco access, Portsmouth Road, Hound Road/Satchell lane
- Comments on suggested initiatives – shuttle/P&R services, better bus services, Hamble station car parking, cycle provision and pedestrian facilities along Hamble Lane
- Additional ideas/suggestions regarding new routes/re-opening old ones, public transport, improved train services, transport integration
- Other comments included Itchen toll bridge costs, use of smart technology, Public Light Buses, public cycling system etc.

### Bursledon Parish Council

- Any improvements to Hamble Lane must not encourage rat running through Lowford and Bursledon
- Concerns about congestion and pollution
- Comments on proposed junction options for Tesco access, Jurd Way, Portsmouth Road, Pound Road and Windover
- Comments on suggested initiatives for pedestrian facilities along Hamble lane
- Additional ideas/suggestions regarding new routes/re-opening old routes and speed limit reductions
- Need to include Pound Road/Portsmouth Road junction and Jurd Way/Lionheart Way junction
- Extend Safe Routes To School from new developments to Bursledon schools

## Pollution and Air Quality Issues

18 respondents commented on pollution and air quality.

A summary of comments includes:

- Pollution and air quality affect the health of local residents and those walking/cycling and it is getting worse
- Air quality very poor due to congestion, HGVs, stationary buses and on-road cycling
- HGVs cause noise and air pollution
- AQMA on Hamble Lane – pollution very bad
- Air pollution along Portsmouth Road in Lowford during peak periods
- Wider roads will not improve air quality
- Consultation does not include suggestions for reducing noise and air pollution
- Steps are also needed to deal with pollution

## Conclusion

The consultation exhibitions were well attended and 683 online and paper questionnaires were received. The majority of respondents to the consultation lived in the local area, 92% of whom normally travel by car along Hamble Lane. The majority of respondents used the section of Hamble Lane between Windhover roundabout and the Portsmouth Road junction, with a significant number using alternative routes to avoid congestion.

Respondents overwhelmingly supported the principle of improvements to Hamble Lane. The improvement of traffic flow and reduction of delays is seen as the highest priority. Responses to the consultation suggest that congestion issues are not confined to the weekday morning and evening peak periods. The majority supported the widening of Hamble Lane between Tesco and the Portsmouth Road junction, although there was some concern that only widening this section could just shift the problem along the Lane.

Respondents were also supportive of all potential junction improvements, with Portsmouth Road junction seen as the top priority by 66% of respondents. However, more people thought that the Tesco access junction was the highest overall priority.

Travel planning initiatives were supported with greatest backing for school travel planning initiatives along with some uncertainty about community initiatives. Car parking at Hamble rail station was the best supported initiative by residents from all areas. Priorities also included better bus service provision and cycle provision along Hamble Lane.

A total of 169 respondents gave additional ideas/suggestions. The greatest number of comments related to the road network and public transport.

# Appendices

## Appendix 1 - Consultation Response Form (Standard Format)



### Hamble Lane Improvements

Hampshire County Council is currently developing proposals to improve the A3025/B3397 Hamble Lane and wants to find out what local residents and businesses think.

We want to hear your views on the existing issues, the scope of possible improvements, and the potential travel-planning initiatives for the wider Hamble Peninsula.

Further information and updates about the scheme can be viewed at [hants.gov.uk/transport/transportschemes/hamblelane](http://hants.gov.uk/transport/transportschemes/hamblelane)

**This response period is open from 27 November 2017 to 7 January 2018**

If you need this document in another language or large print, please phone 0300 555 1388

### About your journey

**Q1 How do you normally travel along Hamble Lane? (please tick only one)**

- |                                 |  |   |
|---------------------------------|--|---|
| <input type="radio"/> Car       | <input type="radio"/> On foot          | <input type="radio"/> Motorcycle or scooter |
| <input type="radio"/> Car share | <input type="radio"/> Public transport | <input type="radio"/> Other                 |
| <input type="radio"/> Bicycle   | <input type="radio"/> HGV or van       |   |

If 'other' (please specify below)

**Q2 What's usually the reason for your journey? (please tick all that apply)**

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Work       | <input type="checkbox"/> Leisure/recreation |
| <input type="checkbox"/> Shopping   | <input type="checkbox"/> Other              |
| <input type="checkbox"/> School run |   |

If 'other' (please specify below)

**Q3 How many days in an average week do you use Hamble Lane?**

- |                                      |   |
|--------------------------------------|---|
| <input type="radio"/> 5 days or more | <input type="radio"/> 1 to 2 days           |
| <input type="radio"/> 3 to 4 days    | <input type="radio"/> Less than once a week |

**Q4 At what time do you usually travel? (please tick all that apply)**

- |  |  |
|--|--|
| <input type="checkbox"/> Week day morning peak (07:00 to 9:00) | <input type="checkbox"/> Week day off peak (all other times) |
| <input type="checkbox"/> Week day evening (16:30 to 18:30)     | <input type="checkbox"/> Weekends anytime                    |
| <input type="checkbox"/> Week day lunch time (12:00 - 14:00)   |  |

**Q5 What part of Hamble Lane do you use? (please tick all that apply)**

- Between Portsmouth Road and Windhover roundabout
- Between Portsmouth Road and Hound Road
- Between Hound Road and Hamble-le-Rice

**Q6 Do you currently use an alternative route to avoid congestion along Hamble Lane or at Windhover roundabout?**

- Yes                                       No                                       Sometimes

If 'Yes or Sometimes' (please specify which road(s)).

**Your views on the proposed scheme**

**Q7 Do you support the principle of improvements to Hamble Lane?**

- Yes                                       No                                       Maybe

**Q8 What should be the main aim of the improvements? (Please rank these 1-4 in order of priority, with 1 being the highest priority and 4 being the lowest priority)**

	1	2	3	4
Improving the traffic flow and reducing delays	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving pedestrian and cycle provision	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving public transport facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Initiatives to reduce the number of car trips	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Q9 Do you support potential road widening on Hamble Lane between Tesco and Portsmouth road junctions?**

- Yes                                       No                                       Maybe

**Q10 Do you support potential improvements to the following junctions? (Please rank these 1-5 in order of priority, with 1 being the highest priority and 5 the lowest priority)**

	1	2	3	4	5
Tesco access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Jurd Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Portsmouth Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pound Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hound Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Travel Planning Initiatives

**Q11** Do you support the introduction of travel-planning initiatives for Hamble, which would aim to reduce the number of car trips along Hamble Lane? (please tick one option in each row)

	Yes	No	Maybe
Businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Q12** What types of initiatives do you think would be useful, subject to funding? (please tick all that apply)

- |  |  |
|--|--|
| <input type="checkbox"/> Shuttle bus service between Hamble and Windhover areas                  | <input type="checkbox"/> Better pedestrian facilities along Hamble Lane  |
| <input type="checkbox"/> Shuttle bus service between Hamble Rail Station and locations in Hamble | <input type="checkbox"/> Improved information on alternatives to the car |
| <input type="checkbox"/> Better bus service provision along Hamble Lane                          | <input type="checkbox"/> A car sharing scheme                            |
| <input type="checkbox"/> Car parking at Hamble Rail Station                                      | <input type="checkbox"/> A business/community travel-planning forum      |
| <input type="checkbox"/> More cycle parking at Hamble Rail Station                               | <input type="checkbox"/> Other   |
| <input type="checkbox"/> Better cycle provision along the Hamble Lane corridor                   |  |

If 'other' (please specify below)

**Q13** Have you heard of the 'My Journey Hampshire' website? <https://myjourneyhampshire.com>

- Yes  No

## Comments

**Q14** Please provide further comments you would like to be taken into consideration:

## Feedback on the event

**Q15** If you attended the event how would you rate the exhibition?

- Very good  Good  Ok  Poor  Very Poor

## About you

In what capacity are you answering? (please tick only one)

- |   |   |  |
|---|---|--|
| <input type="radio"/> Member of the Public  | <input type="radio"/> Resident              | <input type="radio"/> School/College/Further Education |
| <input type="radio"/> Elected Member        | <input type="radio"/> Residents Association | <input type="radio"/> Other                            |
| <input type="radio"/> Business Organisation | <input type="radio"/> Disability Group      |  |

If 'other' (please specify below)

Please help us by answering the following questions. Please note that it is not compulsory to answer these questions and there is an option to select 'Prefer not to say'. All responses will be treated in confidence and in compliance with the Data Protection Act 1998.

### Gender

- |                            |                              |                             |   |
|----------------------------|------------------------------|-----------------------------|---|
| <input type="radio"/> Male | <input type="radio"/> Female | <input type="radio"/> Other | <input type="radio"/> Prefer not to say |
|----------------------------|------------------------------|-----------------------------|---|

### Age

- |                                |                             |                             |   |
|--------------------------------|-----------------------------|-----------------------------|---|
| <input type="radio"/> Under 18 | <input type="radio"/> 25-34 | <input type="radio"/> 45-54 | <input type="radio"/> 65+               |
| <input type="radio"/> 18-24    | <input type="radio"/> 35-44 | <input type="radio"/> 55-64 | <input type="radio"/> Prefer not to say |

The Equality Act 2010 describes a person as disabled if s/he has a physical or mental impairment (including illness) which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.

Do you consider yourself to be disabled?

- |                           |                          |   |
|---------------------------|--------------------------|---|
| <input type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> Prefer not to say |
|---------------------------|--------------------------|---|

Your postcode

We ask for this information to demonstrate how widely we have consulted. It will not be used to identify you individually.

Thank you for your feedback - Please post your completed questionnaire with the FREEPOST envelope in which to return it and mark for the attention of Strategic Transport.

For further information on these proposals please contact: [major.schemes@hants.gov.uk](mailto:major.schemes@hants.gov.uk) (please type **Hamble Lane improvements** in the subject title).



**Information you have supplied is subject to the terms and conditions of the Data Protection Act 1998.**

#### Data Protection Statement

Hampshire County Council has a duty to protect personal information and will process personal data in accordance with the Data Protection Act 1998 and any amendments to the Act. The personal data you provide on this form will be used to assess how well our services are engaging with people in Hampshire. It may also be used for the prevention or detection of fraud or crime and in an anonymous form for statistical purposes. The data will be stored on computer and/or manual files in accordance with our retention procedures.

#### What happens next

Your views will be carefully considered by the Council to assist with further technical work for these draft proposal options and finalise the scheme.



## Appendix 2 - Consultation technical detail

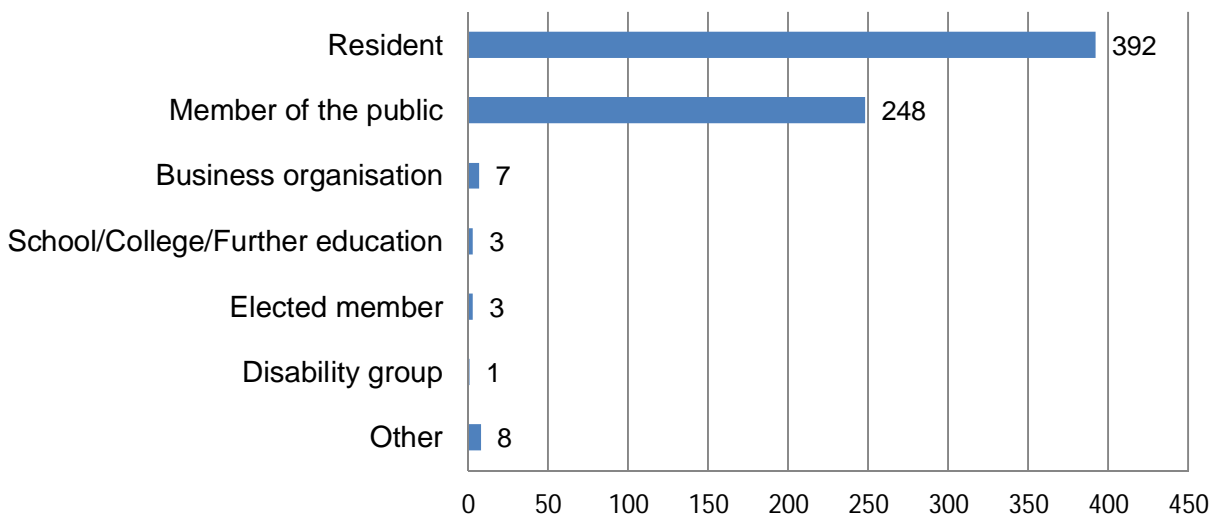
### Respondent classification

Respondents were asked to identify whether they were responding as an individual, as a business or on behalf of an organisation or group. This question, as with all questions in the consultation questionnaire, was optional.

The majority of respondents identified themselves as either residents (392) or members of the public (248). Only seven business organisations responded three education facilities, three elected members and one disability group. Eight were classified as other which included:

- Keep my board @ Royal Southern Yacht Club
- Voluntary car drivers to hospitals
- Local General Practitioner
- Commodore of Hamble River Sailing Club

### In what capacity are you answering?



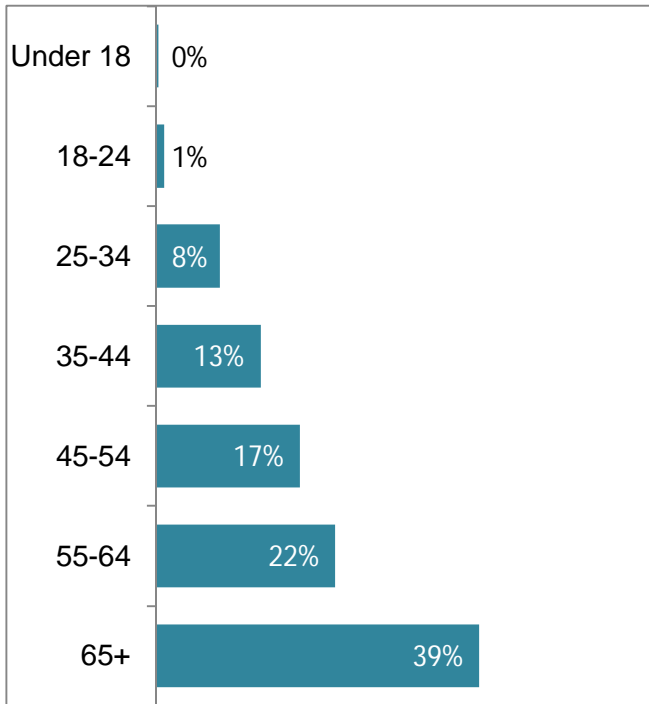
Where respondents identified themselves as individuals they were asked to provide more information about their demography.

### Appendix 3 - Consultation participant profile

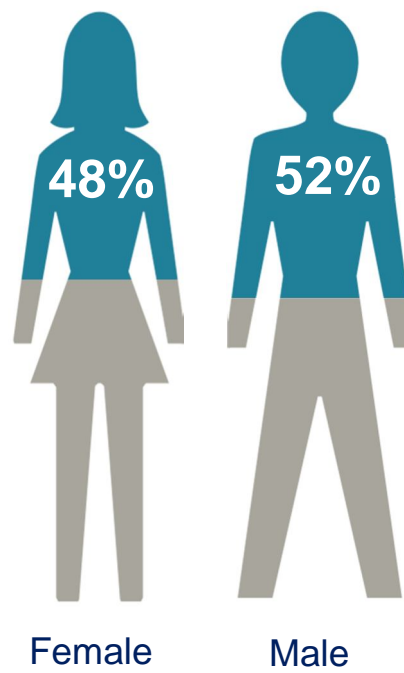
The breakdown of individual respondents by demographic category is shown below.

	Response Option	Count	Percentage
<b>Gender</b>			
	Female	308	47%
	Male	334	51%
	Other	1	0%
	Prefer not to say	12	2%
<b>Age</b>			
	Under 18	2	0%
	18-24	6	1%
	25-34	49	7%
	35-44	80	12%
	45-54	110	17%
	55-64	137	21%
	65+	247	38%
	Prefer not to say	25	4%
<b>Ongoing health problem or disability that limits movement</b>			
	Yes	38	6%
	No	586	90%
	Prefer not to say	29	4%

Age (Base: 631)

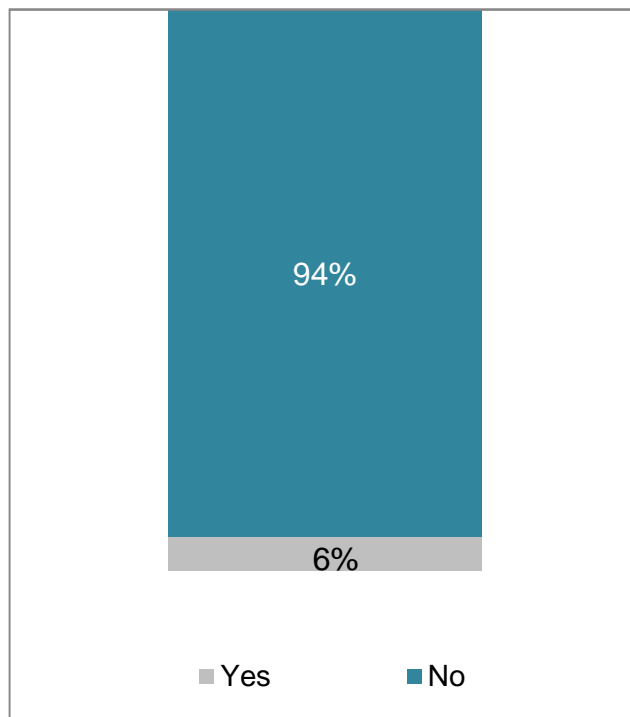


Gender (Base: 643)

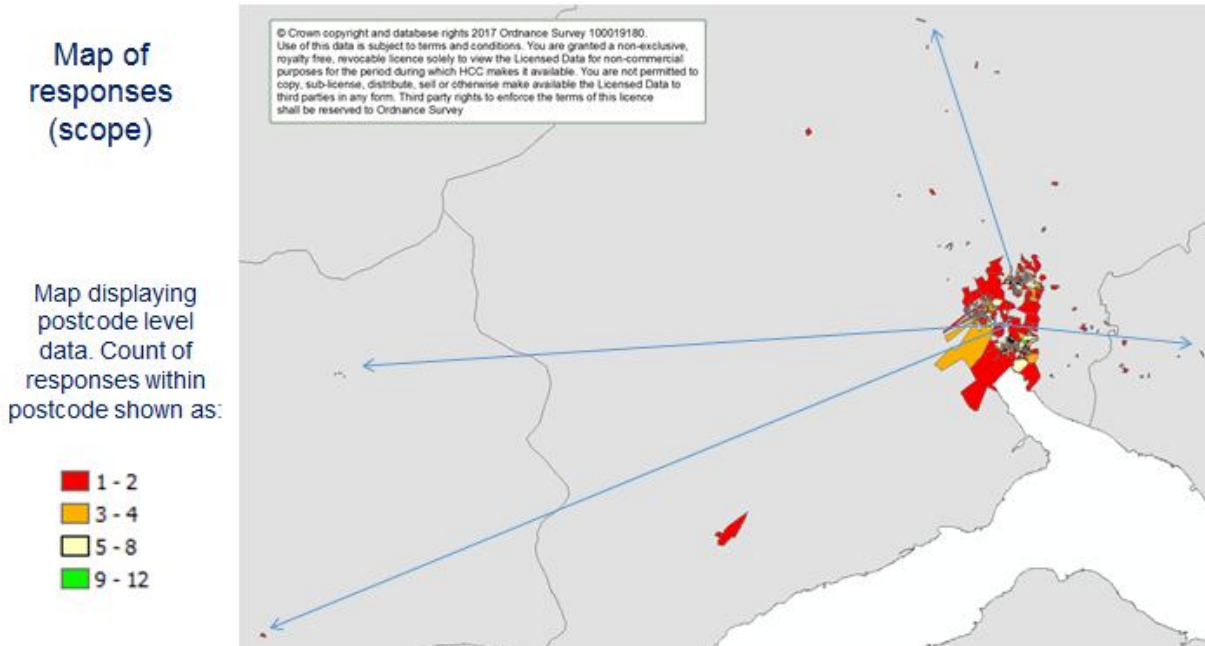
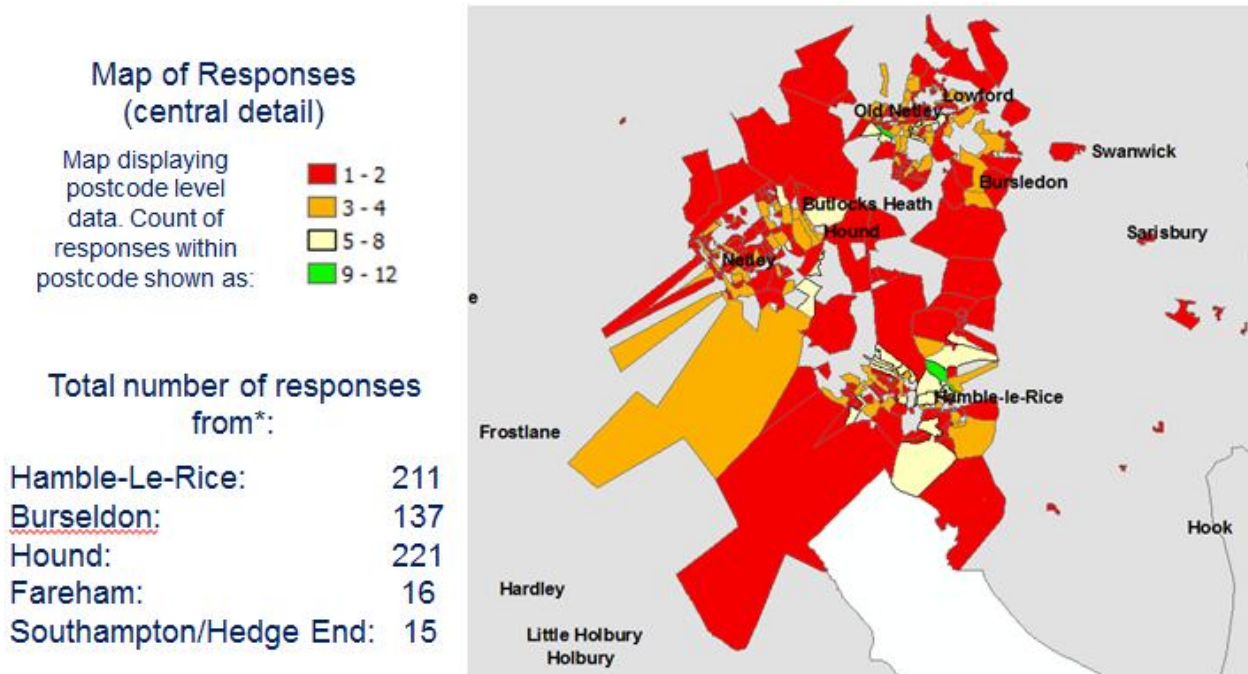


Fewer than 1 in 10 had a disability (Base 624).

Do you consider yourself disabled?



The geographic spread of individual respondents by postcode is illustrated in the maps below. The majority of respondents lived within Hound and Hamble-le-Rice, although responses were received from as far away as Fareham and the New Forest.



## Appendix 4 - Data tables (including coded responses to open questions)

<b>Q1. How do you normally travel along Hamble Lane? (please tick only one)</b>		
Car	92%	611
Car share	1%	6
Bicycle	2%	12
On foot	2%	12
Public transport	1%	8
HGV or van	1%	7
Motorcycle or scooter	0%	2
Other	1%	8
No response		17
<b>Grand Total</b>		<b>683</b>
Valid Base		666

<b>Q1. If 'other' (please specify below)</b>	
Bus	1
Car AND bike AND walk AND bus	1
Crawl in my car	1
Disability scooter	1
Motor Home	1
Taxi Driver	1
Use bike when congested	1
<b>Grand Total</b>	<b>7</b>

<b>Q2. What's usually the reason for your journey? (please tick all that apply)</b>		
Work	51%	340
Shopping	67%	443
School run	10%	67
Leisure/recreation	66%	439
Other	19%	128
Valid Base		664

**Q2. If 'other' (please specify below).** A total of 114 comments were received with the most frequently cited reasons:

Reason	Frequency
Doctor	26
Hospital	13
Family and friends	21
Dentist	7

Q3. How many days in an average week do you use Hamble Lane?			
			Code
5 days or more	65%	431	1
3-4 days	24%	162	2
1-2 days	10%	63	3
Less than once a week	1%	7	4
No response		20	0
<b>Grand Total</b>		<b>683</b>	
Valid Base		663	

Q4. At what time do you usually travel? (please tick all that apply)		
Week day morning peak (07:00 to 9:00)	56%	370
Week day evening (16:30 to 18:30)	58%	387
Week day lunch time (12:00 to 14:00)	29%	193
Week day off peak (all other times)	68%	451
Weekends anytime	76%	507
Valid Base	666	<b>2.9</b>

Q5. What part of Hamble Lane do you use? (please tick all that apply)		
Between Portsmouth Road and Windhover roundabout	89%	589
Between Portsmouth Road and Hound Road	83%	544
Between Hound Road and Hamble-le-Rice	69%	458
Valid Base	659	

<b>Q6. Do you currently use an alternative route to avoid congestion along Hamble Lane or at Windhover roundabout?</b>		
Yes	22%	142
No	37%	243
Sometimes	41%	266
No response		32
Valid Base	651	

**Q6a. If 'Yes or sometimes' (please specify which road (s))**

Analysis of key words shows that Lowford, Grange Road, Portsmouth Road and Pilands estate were common alternative routes used to avoid congestion along Hamble Lane.

<b>Road</b>	<b>Frequency</b>
Lowford	107
Grange Road	79
Portsmouth Road	68
Pilands Estate	42
Netley	38
Hound Road	38
Botley Road	31
Dodwell Lane	26
Reeves Way	24
Jurd Way	24
Ingleside	20
Pound Lane	16
Itchen Bridge	13

<b>Q7. Do you support the principle of improvements to Hamble Lane?</b>		
Yes	82%	527
No	3%	22
Maybe	15%	97
No response		37
Valid Base	646	

<b>Q8. What should be the main aim of the improvements? (values)</b>				
Order of priority (1-4)	Improving the traffic flow and reducing delays	Improving pedestrian and cycle provision	Improving public transport facilities	Initiatives to reduce the number of car trips
1	574	27	27	17
2	36	169	213	100
3	8	161	184	137
4	33	161	59	226
No response or void	32	165	200	203
<b>Grand total</b>	<b>683</b>	<b>683</b>	<b>683</b>	<b>683</b>
Valid Base	651	518	483	480

<b>Q8. What should be the main aim of the improvements? (%)</b>				
Order of priority (1-4)	Improving the traffic flow and reducing delays	Improving pedestrian and cycle provision	Improving public transport facilities	Initiatives to reduce the number of car trips
1	88%	5%	6%	4%
2	6%	33%	44%	21%
3	1%	31%	38%	29%
4	5%	31%	12%	47%

<b>Q9. Do you support potential road widening on Hamble Lane between Tesco and Portsmouth Road junctions?</b>		
Yes	530	80%
No	42	6%
Maybe	89	13%
No response	22	
Valid Base	661	



<b>Q10. Do you support potential improvements to the following junctions? (Please rank these 1-5 in order of priority, with 1 being the highest priority and 5 the lowest priority)</b>					
	Tesco access	Jurd Way	Portsmouth Road	Pound Road	Hound Road
1	198	59	327	19	26
2	170	142	94	60	52
3	130	155	47	101	83
4	63	98	15	191	130
5	76	59	13	139	190
No response/void	46	170	187	173	202
<b>Grand Total</b>	<b>683</b>	<b>683</b>	<b>683</b>	<b>683</b>	<b>683</b>
Valid Base	637	513	496	510	481
	Tesco access	Jurd Way	Portsmouth Road	Pound Road	Hound Road
	93%	75%	73%	75%	70%

<b>Q11. Do you support the introduction of travel-planning initiatives for Hamble, which would aim to reduce the number of car trips along Hamble Lane? (please tick one option in each row)</b>			
	Businesses	Schools	Community
Yes	350	410	267
No	92	66	104
Maybe	183	148	245
No response	58	59	67
<b>Grand Total</b>	<b>683</b>	<b>683</b>	<b>683</b>
Valid Base	625	624	616
	Businesses	Schools	Community
Yes	56%	66%	43%
No	15%	11%	17%
Maybe	29%	24%	40%

<b>Q12. What types of initiatives do you think would be useful, subject to funding? (please tick all that apply)</b>			
	<b>Ticked</b>	<b>Not ticked</b>	<b>% Ticked</b>
Shuttle bus service between Hamble and Windhover areas	243	440	40%
Shuttle bus service between Hamble Rail Station and locations in Hamble	231	452	38%
Better bus service provision along Hamble Lane	270	413	45%
Car parking at Hamble Rail Station	323	360	53%
More cycle parking at Hamble Rail Station	157	526	26%
Better cycle provision along the Hamble Lane corridor	260	423	43%
Better pedestrian facilities along Hamble Lane	158	525	26%
Improved information on alternatives to the car	111	572	18%
A car sharing scheme	115	568	19%
A business/community travel-planning forum	158	525	26%
Other	102	581	17%
Valid Base	604		

<b>Q13. Have you heard of the 'My Journey Hampshire' website? <a href="https://myjourneyhampshire.com">https://myjourneyhampshire.com</a></b>		
Yes	157	24%
No	494	76%
No response	32	
Valid base	651	

<b>Q14. Comments – Please provide further comments you would like to be taken into consideration.</b>	
Valid Base	510
Current concerns (super macro)	271
	53.10%
Over development (without due consideration to road infrastructure) macro)	187
	36.70%
OD: Houses built too close to Hamble Lane	40
	7.80%
Congestion	77
	15.10%
Junctions	6
	1.20%
Cycle lanes	22
	4.30%
Pedestrian safety	12
	2.40%
Public transport	12
	2.40%
Pollution	18
	3.50%
Comments on proposed options (super macro)	205
	40.20%
Road widening - Tesco to Portsmouth Rd	35
	6.90%
Junctions - Tesco access	42
	8.20%
Junctions - Jurd Way	28
	5.50%
Junctions - Portsmouth Road	106
	20.80%
Junctions - Pound Road	21

	4.10%
Junctions - Hound Road / Satchell Lane	31
	6.10%
Junctions - Windhover	57
	11.20%
Concerns relating to increased traffic signalling	26
	5.10%
Comments on suggested initiatives (super macro)	125
	24.50%
Shuttle / P&R options services	31
	6.10%
Better bus services	43
	8.40%
Car parking at Hamble Station	18
	3.50%
Cycle parking at Hamble Station	3
	0.60%
Cycle provision along Hamble Lane	37
	7.30%
Pedestrian facilities along Hamble Lane	18
	3.50%
Information on alternatives to car	2
	0.40%
Car sharing scheme	7
	1.40%
Business / community travel planning forum	19
	3.70%
Additional ideas / suggestions (super macro)	169
	33.10%
More local services (eg doctor, shops, schools)	4
	0.80%
Improved parking options	5

	1.00%
Road network (macro)	104
	20.40%
RN: Junction improvements	19
	3.70%
RN: Road widening	26
	5.10%
RN: New routes / re-opening old routes	48
	9.40%
RN: Improved signposting	5
	1.00%
RN: Speed limit reductions	6
	1.20%
Active transport (macro)	12
	2.40%
AT: Cycling options in wider area	7
	1.40%
AT: Walking options in wider area	5
	1.00%
Public transport (macro)	70
	13.70%
PT: Improved train services / more frequent trains	49
	9.60%
PT: Integration	12
	2.40%
Feedback on consultation process (super macro)	36
	7.10%
Other (super macro)	20
	3.90%
Not applicable (super macro)	2
	0.40%

<b>Q15 If you attended the event how would you rate the exhibition?</b>		
Very good	23	6%
Good	130	36%
Ok	161	44%
Poor	32	9%
Very poor	16	4%
No response or did not attend	321	
<b>Grand Total</b>	<b>683</b>	
Valid base	362	

## Appendix 5 - Data cut by Demographics

NB: Green denotes group with the highest agreement, red the group with the lowest, where these groups are 'other' or have a small base size, the alternative is in yellow.

### Question 7 : Support the principle of improvements to Hamble Lane

#### Support principle of improvements (Yes, No or Maybe) by normal mode of travel (does not include non-car users)

	Total	Car	Car share	Bicycle	On foot	Public transport	HGV or van	Motorcycle or scooter	Other
Base	645	594	4	12	12	7	7	2	7
Yes	82%	83%	50%	50%	58%	71%	86%	100%	71%
No	3%	3%	-	8%	17%	-	-	-	14%
Maybe	15%	14%	50%	42%	25%	29%	14%	-	14%

#### Support principle of improvements (Yes, No or Maybe) by reason for journey

	Total	Work	Shopping	School run	Leisure/ recreation	Other
Base	643	335	429	65	422	120
Yes	82%	84%	81%	85%	83%	78%
No	3%	4%	4%	2%	3%	2%
Maybe	15%	12%	16%	14%	14%	21%

#### Support principle of improvements (Yes, No or Maybe) by time of travel

	Total	Weekday AM peak (07:00 to 9:00)	Weekday PM peak (16:30 to 18:30)	Weekday lunch time (12:00 - 14:00)	Weekday off peak (all other times)	Weekends anytime
Base	646	364	380	185	436	491
Yes	82%	83%	85%	76%	80%	82%
No	3%	4%	3%	3%	4%	4%
Maybe	15%	14%	12%	21%	17%	15%

### Support principle of improvements (Yes, No or Maybe) by length of Hamble Lane used

	Total	Between Portsmouth Road and Windhover roundabout	Between Portsmouth Road and Hound Road	Between Hound Road and Hamble-le-Rice
Base	638	572	527	444
Yes	82%	82%	81%	83%
No	3%	4%	3%	3%
Maybe	15%	15%	16%	14%

### Support principle of improvements (Yes, No or Maybe) by number of days per week

	Total	5 days or more	3 to 4 days	1 to 2 days	Less than once a week
Base	643	420	155	61	7
Yes	82%	82%	85%	74%	57%
No	3%	4%	1%	5%	14%
Maybe	15%	14%	14%	21%	29%

### Support principle of improvements (Yes, No or Maybe) by use of alternative routes (Yes, No or Sometimes)

	Total	Yes	No	Sometimes
Base	632	135	235	262
Yes	82%	88%	83%	77%
No	3%	3%	2%	5%
Maybe	15%	9%	15%	19%

### Support principle of improvements (Yes, No or Maybe) by postcode area

	Total	Bursledon	Hamble-Le-Rice	Hound	Other
Base	615	130	204	217	64
Yes	83%	77%	87%	80%	89%
No	3%	5%	3%	2%	5%
Maybe	15%	19%	11%	18%	6%



**Proportion of support for principle of improvements (Yes, No or Maybe) by all categories**

	<b>Yes</b>	<b>Base</b>
Currently use an alternative route	88%	135
Reason for journey - school run	85%	65
Time - Week day evening (16:30 to 18:30)	85%	380
Frequency - 3 to 4 days	85%	155
Reason for journey - Work	84%	335
Reason for journey - Leisure/recreation	83%	422
Do not currently use an alternative route	83%	235
Time- Week day morning peak (07:00 to 9:00)	83%	364
Part of route used - Between Hound Road and Hamble-le-Rice	83%	444
Frequency - 5 days or more	82%	420
Time - Weekends anytime	82%	491
Part of route used - Between Portsmouth Road and Windhover roundabout	82%	572
Part of route used - Between Portsmouth Road and Hound Road	81%	527
Reason for journey - Shopping	81%	429
Time - Week day off peak (all other times)	80%	436
Reason for journey - Other	78%	120
Sometimes use an alternative route	77%	262
Time - Week day lunch time (12:00 - 14:00)	76%	185
Frequency - 1 to 2 days	74%	61
Frequency - Less than once a week	57%	7

**Question 9: Support potential road widening on Hamble Lane between Tesco and Portsmouth Road junctions**

**Support of potential road widening (Yes, No or Maybe) by reason for journey**

	Total	Work	Shopping	School run	Leisure/ recreation	Other
Base	658	337	439	67	435	127
Yes	80%	81%	82%	84%	84%	76%
No	6%	7%	6%	3%	5%	5%
Maybe	13%	12%	12%	13%	11%	20%

**Support of potential road widening (Yes, No or Maybe) by number of days per week**

	Total	5 days or more	3 to 4 days	1 to 2 days	Less than once a week
Base	658	426	162	63	7
Yes	80%	81%	83%	75%	57%
No	6%	7%	4%	8%	14%
Maybe	13%	12%	13%	18%	29%

**Support of potential road widening (Yes, No or Maybe) by time of travel**

	Total	Week day morning peak (07:00 to 9:00)	Week day evening (16:30 to 18:30)	Week day lunch time (12:00 - 14:00)	Week day off peak (all other times)	Weekends anytime
Base	660	366	384	189	446	501
Yes	80%	80%	82%	83%	80%	83%
No	6%	7%	6%	7%	7%	6%
Maybe	13%	13%	12%	10%	13%	11%

**Support of potential road widening (Yes, No or Maybe) by length of Hamble Lane used**

	Total	Between Portsmouth Road and Windhover roundabout	Between Portsmouth Road and Hound Road	Between Hound Road and Hamble-le-Rice
Base	653	583	538	452
Yes	80%	82%	82%	81%
No	6%	6%	6%	5%
Maybe	13%	12%	12%	14%

**Support of potential road widening (Yes, No or Maybe) by use of alternative routes (Yes, No or Sometimes)**

	Total	Yes	No	Sometimes
Base	646	141	242	263
Yes	81%	82%	80%	81%
No	6%	5%	7%	7%
Maybe	13%	14%	13%	13%

**Support of potential road widening (Yes, No or Maybe) by postcode area**

	Total	Hound	Hamble	Bursledon	Other
Base	627	221	208	134	64
Yes	81%	81%	86%	75%	78%
No	7%	5%	4%	12%	8%
Maybe	13%	15%	10%	13%	14%

### Support of potential road widening (Yes, No or Maybe) by category

Category	Yes	Base
Reason for journey - Leisure/recreation	84%	435
Reason for journey - school run	84%	67
Time - Weekends anytime	83%	501
Time - Week day lunch time (12:00 - 14:00)	83%	189
Frequency - 3 to 4 days	83%	162
Time - Week day evening (16:30 to 18:30)	82%	384
Part of route used - Between Portsmouth Road and Windhover roundabout	82%	583
Reason for journey - Shopping	82%	439
Part of route used - Between Portsmouth Road and Hound Road	82%	538
Currently use an alternative route	82%	141
Part of route used - Between Hound Road and Hamble-le-Rice	81%	452
Frequency - 5 days or more	81%	426
Reason for journey - Work	81%	337
Sometimes use an alternative route	81%	263
Time- Week day morning peak (07:00 to 9:00)	80%	366
Time - Week day off peak (all other times)	80%	446
Do not currently use an alternative route	80%	242
Reason for journey - Other	76%	127
Frequency - 1 to 2 days	75%	63
Frequency - Less than once a week	57%	7

## Question 12: Types of Initiatives that would be useful subject to funding

### Types of initiatives by reason for journey

	Work	Shopping	School Run	Leisure	Other
Car parking at Hamble Rail Station	53%	53%	58%	57%	58%
Better bus service provision along Hamble Lane	40%	47%	36%	45%	46%
Better cycle provision along Hamble Lane corridor	43%	44%	41%	43%	41%
Shuttle bus - Hamble / Windhover areas	33%	40%	31%	40%	49%
Shuttle bus - Hamble Rail Station / Hamble locations	40%	38%	39%	39%	39%
Better pedestrian facilities along Hamble Lane	21%	27%	29%	26%	31%
A business/community travel-planning forum	28%	26%	29%	26%	24%
More cycle parking at Hamble Rail Station	26%	28%	32%	26%	31%
A car sharing scheme	19%	18%	20%	18%	18%
Improved information on alternatives to the car	18%	17%	14%	19%	13%
Other	18%	15%	19%	15%	22%

### Types of initiatives by number of day per week

	Total	5 days or more	3 to 4 days	1 to 2 days	Less than once a week
	600	387	144	62	7
Shuttle bus service between Hamble and Windhover areas	40%	36%	49%	39%	86%
Shuttle bus service between Hamble Rail Station and locations in Hamble	38%	38%	39%	39%	43%
Better bus service provision along Hamble Lane	45%	42%	51%	40%	71%
Car parking at Hamble Rail Station	54%	53%	56%	55%	29%
More cycle parking at Hamble Rail Station	26%	25%	29%	29%	29%
Better cycle provision along the Hamble Lane corridor	43%	41%	46%	48%	57%
Better pedestrian facilities along Hamble Lane	26%	24%	26%	40%	43%
Improved information on alternatives to the car	19%	17%	20%	21%	29%
A car sharing scheme	19%	19%	17%	18%	43%
A business/community travel-planning forum	26%	28%	25%	19%	29%
Other	17%	18%	15%	13%	14%

## Types of initiatives by time of travel

	Total	Week day morning peak (07:00 to 9:00)	Week day evening (16:30 to 18:30)	Week day lunch time (12:00 - 14:00)	Week day off peak (all other times)	Weekends anytime
	603	321	343	177	419	461
Shuttle bus service between Hamble and Windhover areas	40%	36%	34%	46%	44%	39%
Shuttle bus service between Hamble Rail Station and locations in Hamble	38%	38%	39%	43%	38%	39%
Better bus service provision along Hamble Lane	45%	41%	42%	45%	48%	45%
Car parking at Hamble Rail Station	54%	51%	55%	61%	55%	55%
More cycle parking at Hamble Rail Station	26%	25%	25%	29%	27%	27%
Better cycle provision along the Hamble Lane corridor	43%	43%	46%	44%	41%	43%
Better pedestrian facilities along Hamble Lane	26%	25%	25%	30%	26%	26%
Improved information on alternatives to the car	18%	17%	17%	20%	19%	18%
A car sharing scheme	19%	18%	18%	20%	20%	18%
A business/community travel-planning forum	26%	26%	25%	27%	27%	28%
Other	17%	21%	20%	19%	16%	15%

## Types of initiatives by length of Hamble Lane used

	Total	Between Portsmouth Road and Windhover roundabout	Between Portsmouth Road and Hound Road	Between Hound Road and Hamble-le-Rice
Base	597	531	497	423
Shuttle bus service between Hamble and Windhover areas	41%	40%	40%	39%
Shuttle bus service between Hamble Rail Station and locations in Hamble	38%	38%	39%	41%
Better bus service provision along Hamble Lane	45%	44%	46%	44%
Car parking at Hamble Rail Station	54%	55%	54%	57%
More cycle parking at Hamble Rail Station	26%	28%	26%	28%
Better cycle provision along the Hamble Lane corridor	43%	44%	44%	45%
Better pedestrian facilities along Hamble Lane	26%	26%	26%	25%
Improved information on alternatives to the car	18%	18%	18%	18%
A car sharing scheme	19%	19%	20%	19%
A business/community travel-planning forum	26%	27%	28%	28%
Other	17%	17%	17%	16%

## Types of initiatives by currently using an alternative route (Yes, No or Sometimes)

	Total	Yes	No	Sometimes
Base	592	127	224	241
Shuttle bus service between Hamble and Windhover areas	40%	39%	42%	39%
Shuttle bus service between Hamble Rail Station and locations in Hamble	38%	39%	32%	42%
Better bus service provision along Hamble Lane	45%	47%	44%	44%
Car parking at Hamble Rail Station	54%	57%	52%	53%
More cycle parking at Hamble Rail Station	26%	35%	22%	24%
Better cycle provision along the Hamble Lane corridor	43%	48%	43%	40%
Better pedestrian facilities along Hamble Lane	26%	23%	29%	25%
Improved information on alternatives to the car	18%	19%	19%	17%
A car sharing scheme	19%	26%	17%	17%
A business/community travel-planning forum	26%	31%	23%	27%
Other	17%	21%	11%	20%

## Types of initiatives by postcode area

	Bursledon	Hamble -Le-Rice	Hound	Other
Shuttle bus service between Hamble and Windhover areas	43%	48%	31%	40%
Shuttle bus service between Hamble Rail Station and locations in Hamble	30%	43%	37%	47%
Better bus service provision along Hamble Lane	48%	48%	46%	31%
Car parking at Hamble Rail Station	51%	56%	57%	58%
More cycle parking at Hamble Rail Station	27%	30%	27%	26%
Better cycle provision along the Hamble Lane corridor	38%	42%	46%	47%
Better pedestrian facilities along Hamble Lane	33%	28%	23%	22%
Improved information on alternatives to the car	16%	15%	19%	22%
A car sharing scheme	17%	16%	20%	18%
A business/community travel-planning forum	22%	30%	25%	20%
Other	14%	14%	19%	29%



## Types of initiatives by reason for journey

Shopping	School run	Leisure/recreation	Other
Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station
Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Better bus service provision along Hamble Lane	Shuttle bus service between Hamble and Windhover areas
Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations	Better cycle provision along the Hamble Lane corridor	Better bus service provision along Hamble Lane
Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Shuttle bus service between Hamble and Windhover areas	Better cycle provision along the Hamble Lane corridor
Shuttle bus - Hamble Rail Station / Hamble locations	More cycle parking at Hamble Rail Station	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus - Hamble Rail Station / Hamble locations
More cycle parking at Hamble Rail Station	Shuttle bus service between Hamble and Windhover areas	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane
Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane	A business/community travel-planning forum	More cycle parking at Hamble Rail Station
A business/community travel-planning forum	A business/community travel-planning forum	More cycle parking at Hamble Rail Station	A business/community travel-planning forum
A car sharing scheme	A car sharing scheme	Improved information on alternatives to the car	Other
Improved information on alternatives to the car	Improved information on alternatives to the car	A car sharing scheme	A car sharing scheme
Other	Other	Other	Improved information on alternatives to the car

## Types of initiatives by postcode area

Bursledon	Hamble-Le-Rice	Hound	Other
Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station
Better bus service provision along Hamble Lane	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor
Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations
Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus service between Hamble and Windhover areas
Better pedestrian facilities along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane
Shuttle bus - Hamble Rail Station / Hamble locations	More cycle parking at Hamble Rail Station	More cycle parking at Hamble Rail Station	Other
More cycle parking at Hamble Rail Station	A business/community travel-planning forum	A business/community travel-planning forum	More cycle parking at Hamble Rail Station
A business/community travel-planning forum	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane
A car sharing scheme	A car sharing scheme	A car sharing scheme	Improved information on alternatives to the car
Improved information on alternatives to the car	Improved information on alternatives to the car	Improved information on alternatives to the car	A business/community travel-planning forum
Other	Other	Other	A car sharing scheme

## Appendix 6 – Parish Councils

The following points are a summary of comments raised by **Bursledon Parish Council Members** at the Full Council Meeting on the 13 December 2017:

1. Any improvement to Hamble Lane must not encourage use of Portsmouth Road (Lowford) Long Lane, Church Lane and School Road as all are currently used as a rat runs to avoid congestion at Windhover roundabout and along Hamble Lane.
2. Pound Road and Portsmouth Road interaction/junction. Pound Road already a rat run, this junction needs to be included in any consideration relating to Hamble Lane improvements.
3. If improvement is too effective traffic will be encouraged to use Portsmouth Road and Hamble lane rather than Bursledon Road which is the strategic corridor for traffic leaving the M27 at Junction 8 travelling towards Southampton.
4. Tesco access to be changed to single point access directly on and off Windhover roundabout with traffic light control on exit only; preventing rat running through Tesco car park from A27 North bound to Hamble Lane South bound and remove Tesco traffic onto Hamble Lane.
5. New traffic lane design/arrangement around Windhover specifically on the approach to Hamble Lane South and Bursledon Road to prevent traffic backing up and blocking Windhover Roundabout.
6. Hamble Lane /Portsmouth Road junction South Bound. Widen Road by Manor Crescent re- align footpath to run behind the trees within the gravel area and increase the width of Portsmouth Road to enable traffic travelling towards Hamble to run freely and not get caught up in the queue of traffic waiting to turn right into Portsmouth Road.
7. New pedestrian crossings to allow residents from new housing developments to the east of Hamble lane to cross Hamble Lane to Tesco.
8. The upper section of Hamble Lane is an AQMA.
9. To extend 20mph zones to include Church Lane, Long Lane, Portsmouth Road(Lowford), Jurd Way and School Road.
10. Botley Road to be re-opened to encourage traffic to use an alternative route.
11. Creation of a new roadway through Windhover roundabout.
12. Safe Routes to school from the developments West of Hamble Lane need to be extended to include Bursledon Schools.
13. With the expected increase of vehicle numbers using the roads, all possible traffic calming measures be considered/improved for roads through Lowford village as mentioned above and to include Blundell Lane and Dodwell Lane.
14. The Jurd Way/Lionheart Way junction reconfigured to Lionheart Way with direct access onto Hamble Lane and make Jurd Way a junction access onto the reconfigured Lionheart Way.

## **Hamble Parish Council Response to the Hampshire County Council's Consultation on Hamble Lane**

1. Hampshire County Council has issued a consultation to seek views on changes to Hamble Lane. This consultation comes shortly after the Highways England Consultation on Junction 8, Windhover Roundabout and the A3024 into Southampton.
2. The material produced by HCC focuses physical reengineering works to the highway on the section of Hamble Lane from the Tesco's roundabout to Portsmouth Road. For the lower reaches of Hamble Lane, the consultation focuses more on behaviour change to reduce journey frequency as well as measures designed to free up capacity on the road.
3. HPC wish the following to be considered:
  4. It is critical for a network strategy to be developed and understood that seeks to focus traffic on key roads supported by investment in their improvement, measures to stop rat running and improvements in public transport facilities and frequency.
  5. Presently Hamble Lane is being used as an alternative route into Southampton following the A3025. Investment from HE into the A3024 should ensure traffic is routed into Southampton via this route. Traffic using Itchen Bridge should be directed down Bursledon Road and along Botley Road. This has fewer dwellings along it and has the potential for improvements at both ends to cater for more traffic. This would then enable a no right turn into Portsmouth Road (and Pound Road) from Hamble Lane.
  6. Redirecting traffic down Bursledon Road will create some limited capacity along Hamble Lane. Users of Hamble Lane fear that as the new developments come on stream that congestion will worsen. There needs to be confidence that the new measures will not only address the additional flows but also improve on the current position.
  7. For residents and businesses in Hamble it should be acknowledged that there is no alternative route in and out and that investment spent on Hamble Lane should have the objective of reducing travel time from end to end at peak periods. Changing the nature of the junction at Portsmouth Road will not achieve this objective and if queue times to get on and off Hamble Lane at Portsmouth Road reduce it will create further demand. If a no right turn option is not feasible then the measures proposed are supported.
  8. A number of residents have also raised again the issue of the Itchen Bridge toll. The cost for local residents using this bridge is a deterrent that results in more journeys up Hamble Lane than is otherwise needed. What steps could be taken to give Hamble/Netley residents the same access to a residents permit as those in Southampton? The Parish urges HCC and HE to open discussions with SCC on this issue.
  9. Much of the queue time for Hamble Lane users is below the Hound Roundabout. Shift patterns in the village mean that peak traffic starts from 3pm until 6pm with localised peaks within this. Business traffic feeds onto the road at Copse Lane,

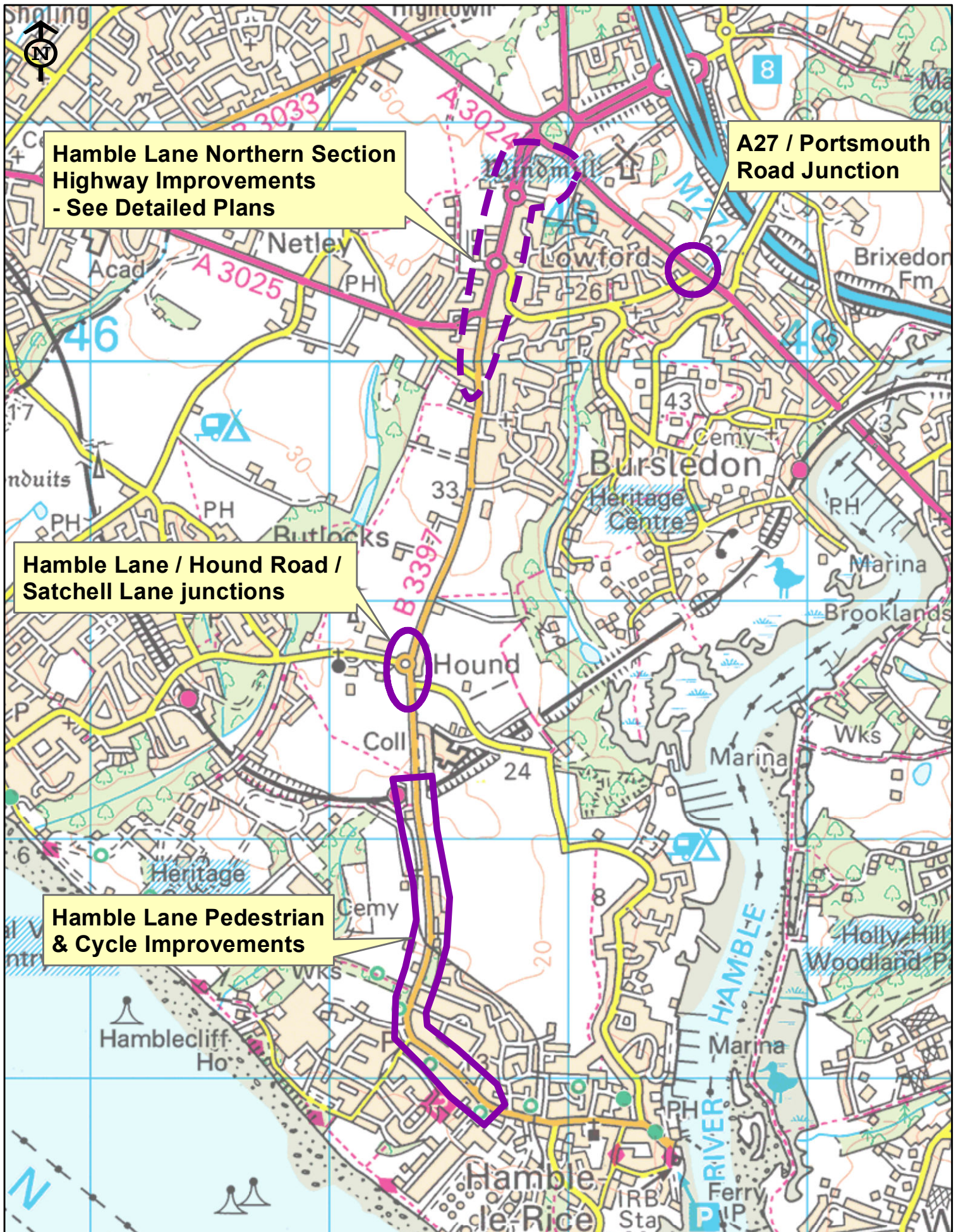
Ensign Way, Coach Road, Kings Avenue, Police Training Centre and Satchell Lane. Progress along this length can be very slow and unpredictable.

10. Residents and businesses recognise that to find solutions to this there is a need for traffic analysis. It is recognised that monitoring does not take place on this stretch of the highway but other tools such as Google traffic is used to assess the problem. The council would welcome sight of this data to better understand the local issues. It has been asked to host work around an area travel plan and is prepared to do this but will need access to information, expertise and advice. An opportunity to discuss this at the next stage would be welcomed.

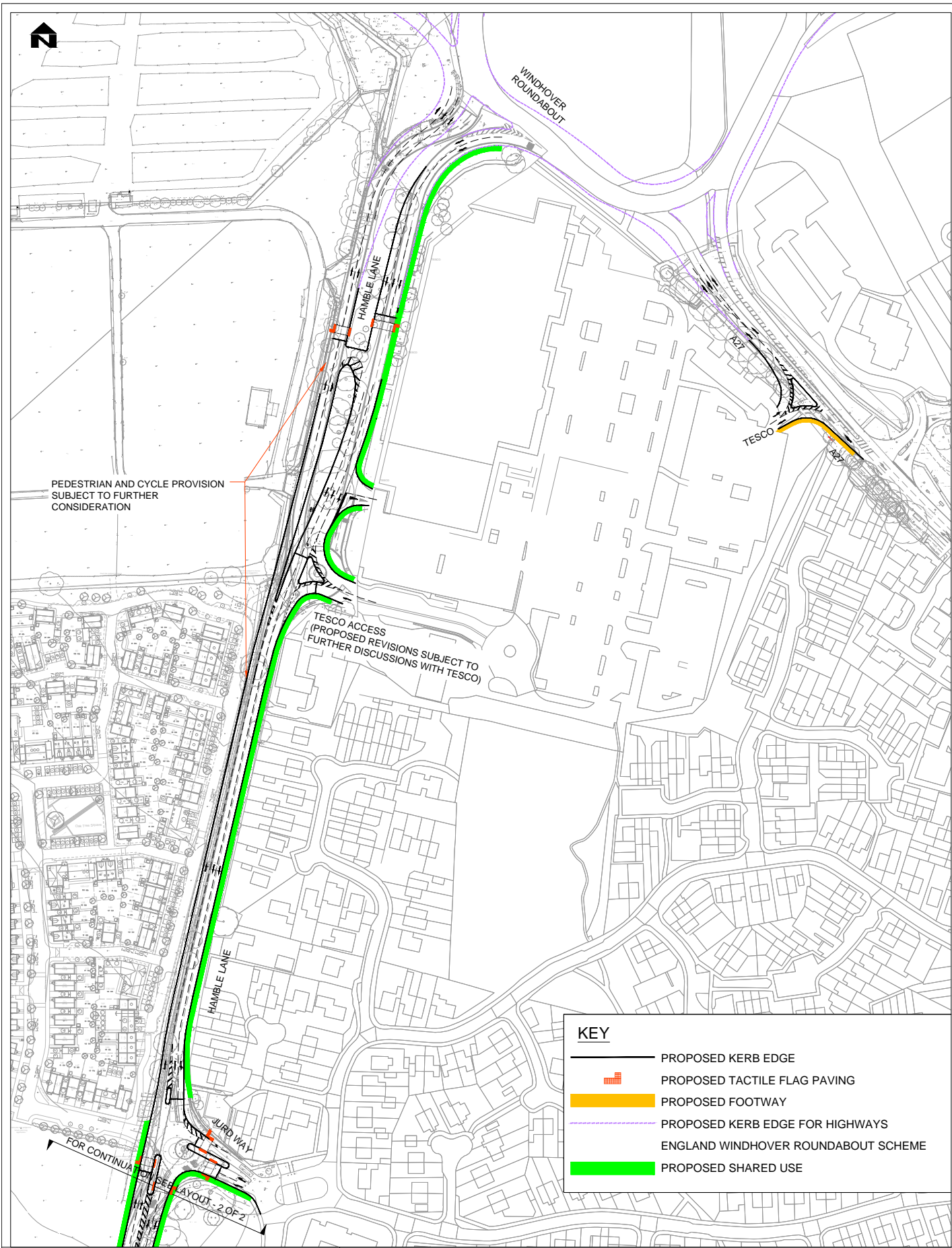
11. It is accepted that there are few design options that will help to address congestion on Hamble Lane and reluctantly the Council recognises the need to help promote changes in behaviour supported by a range of other changes which it believes will help. These should and could include the following: Physical separation from pedestrians on cycle tracks (much of the current route is shared with school children) Continuation of the cycle track from the Station to the Foreshore Improved surfacing and lighting on cycle track and footway running up to the Station. Partial bus refuges to prevent traffic stoppages Use of Smart technology to confirm queue lengths along Hamble Lane to help manage behaviour Promoting use of technology to encourage car shares (Southampton Parkway for example) Development of Public Light Buses to shuttle people down the peninsula (need a transport hub or park and ride option (next to the new country park?) Creation of a public cycling system with hire and storage points at key locations along Hamble Lane with a particular focus on the train station and the foreshore. Explore an enhanced ferry/taxi service to serve commuter traffic alongside visitors Bring forward the parking facilities at Hamble Station and ensure that train times link with local bus services Seek additional services on the Hamble rail line to encourage rail use. Review bus services and times to ensure that people are able to get to key population and service centres (Eastleigh College) Provision of improved drop off for both schools and a traffic management plan

12. In addition, the Council would welcome the opportunity to meet with representatives from HCC to discuss both the findings from the consultation as well as the preferred options.

13. Lastly HPC is keen to receive assurances that measures below the Hound roundabout will receive equal consideration in this consultation process. There is concern that there is an over emphasis on the upper end of Hamble Lane and that solutions further into the village will be considered on the back of a number of proposed developments that are being promoted by developers at the moment within the village. There is no certainty about these schemes coming forward and any contributions that are sought from these schemes should be considered as additional to the measures and the funding available as part of this consultation.



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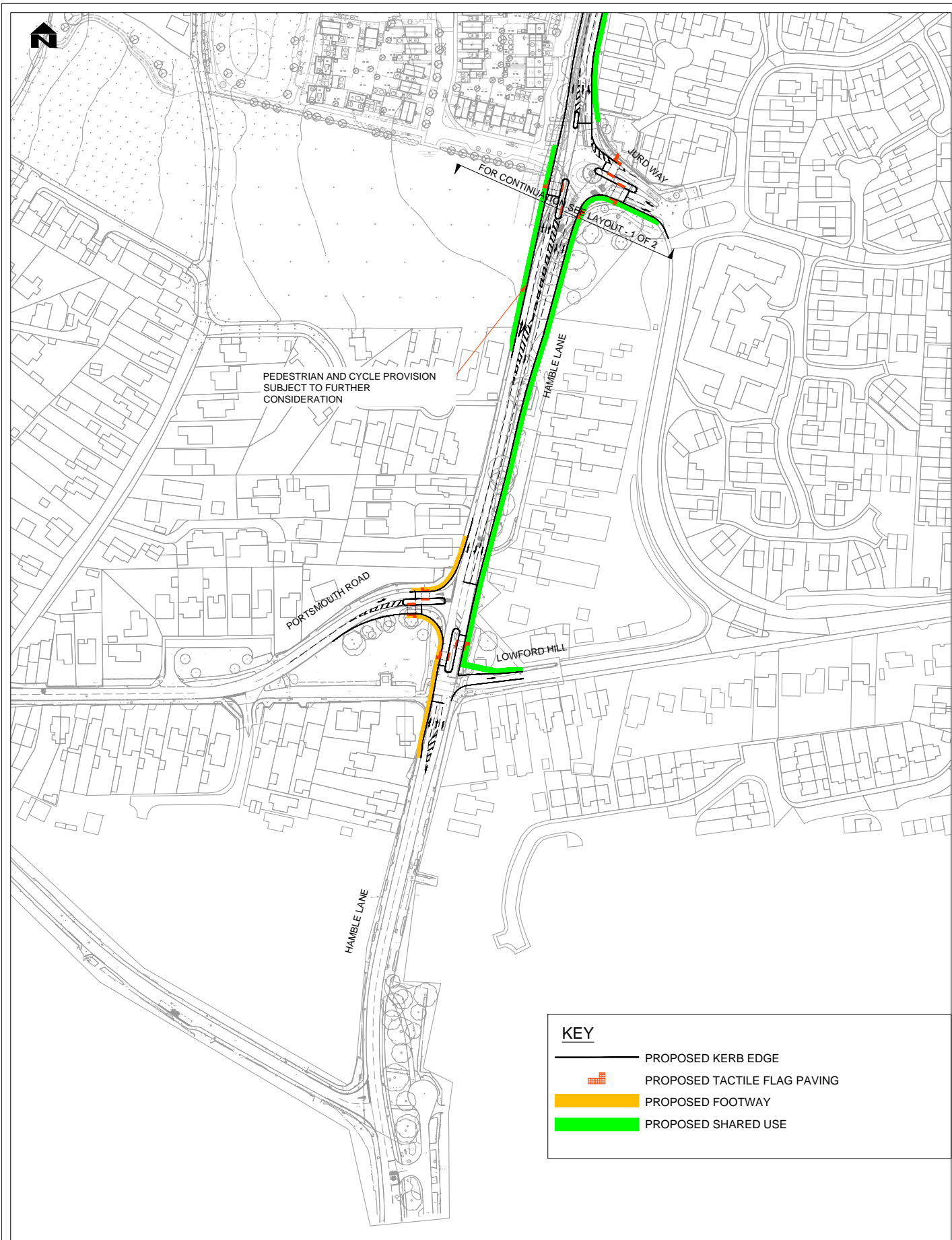


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LAYOUT 1 OF 2  
 HAMBLE LANE IMPROVEMENTS-  
 NORTHERN SECTION

July 2018





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LAYOUT 2 OF 2  
 HAMBLE LANE IMPROVEMENTS-  
 NORTHERN SECTION

July 2018

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	17 July 2018
<b>Title:</b>	Project Appraisal: Barncroft Way/New Road Havant Accessibility and Safety Improvements
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Brandon Breen

**Tel:** 01962 846239

**Email:** brandon.breen@hants.gov.uk

#### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for the proposed cycle and pedestrian improvements in Barncroft Way and New Road, Havant, as outlined in this report.
- 1.2 That approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to Barncroft Way and New Road, Havant, as set out in this report, at an estimated cost of £311,000, to be funded from Developer Contributions, Local Transport Plan grant, and Hampshire County Council Structural Maintenance funding.
- 1.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

#### 2. Executive Summary

- 2.1 The purpose of this paper is to seek approval and provide details for the proposed scheme to improve pedestrian and cycling accessibility in New Road and Barncroft Way, Havant.
- 2.2 The main element of the proposed improvements will see the specified sections of footway in New Road (southern side between Park Road North roundabout junction and the existing Pelican crossing) and Barncroft Way (Eastern side between New Road and Stockheath Lane), widened and resurfaced to accommodate a shared use cycle facility. The existing Pelican crossing in New Road will be upgraded to a Toucan Crossing, which is further detailed in the location plan and scheme drawings in the appendix of this report.

- 2.3 The junction bell mouth to Barncroft Way/New Road will be re-aligned and a prohibition of right turn Traffic Regulation Order will be introduced for vehicles exiting Barncroft Way into New Road. This will address a longstanding accident problem involving cyclists and vehicles. The existing pedestrian refuge island in Barncroft Way will also be widened to allow more room for pedestrians and cyclists to wait to cross the junction.
- 2.4 Hampshire County Council's highways maintenance team had Barncroft Way programmed in for planned resurfacing works between Stockheath Lane and New Road. This will now be undertaken within the proposed improvements works. Combining works will reduce overall costs and will minimise any disruption arising if done separately.
- 2.5 The proposed improvements have been prioritised from Havant Borough Council's District Statement and will help enhance connectivity within the local and wider cycle network for Havant and Bedhampton. The new route will join an existing shared use path on Park Road North/South and connect via NCN22 (National Cycle Network Route 22) and the town centre with the Hermitage Stream Cycle path, leading northwards towards the residential area of Leigh Park and southwards to Langstone Technology Park. This link will further enhance connectivity by active travel modes between the local schools and the joined Havant and South Downs colleges.

### **3. Background**

- 3.1 Outline planning consent was granted in November 2012 for 92 residential dwellings on land off Brooklands Road, south of Scratchface Lane, Bedhampton (planning application APP/12/00612) adjacent to the A3 motorway. Funding was secured via Section 106 developer contributions towards local transport improvements. A feasibility study was undertaken by Havant Borough Council in April 2017 which identified seven different schemes to promote walking and cycling in the area.
- 3.2 The top two scheme priorities to be carried forward to delivery were outlined in the feasibility report and were prioritised from the District Statement. The schemes will help enhance connectivity within the local and wider cycle network for Havant and Bedhampton. The new route will join an existing shared use path on Park Road North/South and connect via NCN22 and the town centre with the Hermitage Stream Cycle path, leading northwards towards the residential area of Leigh Park and southwards to Langstone Technology Park. This link will further enhance connectivity by active travel modes, between the local schools and the joined Havant South downs colleges.
- 3.3 The aim of these pedestrian and cycle improvements is to help minimise the impact of increased road traffic, along with pedestrian and cycle demand, from the new housing development towards the town of Havant. It is anticipated that the proposed scheme will help contribute to and encourage more sustainable transport choices across the expanding residential areas of Bedhampton and Havant whilst offering improved links to public transport

hubs, Havant Town Centre, and local areas of employment. The improvements will create new pedestrian and cycle routes, especially those which complete any missing links in the already established network.

- 3.4 Accident data (for the past 5 years up to 30 April 2017) was reviewed for the area of the proposed route (New Road, Barncroft Way and Stockheath Lane). A total of 16 injury accidents were recorded for this route. Of these 16 accidents, five involved cyclists with one occurring at the Stockheath Lane junction (slight), and four at the New Road/Barncroft Way junction (two slight and two serious). No accidents involving pedestrians were recorded. In order to address the accidents it was proposed that a prohibition of right turns be introduced in Barncroft Way at its junction with New Road. The junction will also be re-aligned to reduce the width that pedestrians and cyclist have to cross the junction.
- 3.5 The feasibility report identified several improvement options, but due to limited funding available, the highest priorities identified on Havant Borough Council's district statement were taken forward. It is envisaged that once further funding is identified, the other improvements identified within the report can be progressed.

#### 4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	21.0	7.0	Developer Contributions	191.0
	Client Fee	8.0	3.0	LTP grant	50.0
	Supervision	13.0	4.0	HCC Structural Maintenance	70.0
	Construction	266.0	85.0		
	Land	3.0	1.0		
	<b>Total</b>	<u>311.0</u>	<u>100</u>	<b>Total</b>	<u>311.0</u>

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3	0.003%
	Capital Charge	30	0.019%

## 5. Programme

	<b>Gateway Stage</b>			
	<b>3 (PA)</b>	<b>Start on site</b>	<b>End on site</b>	<b>4</b>
<b>Date (dd/mm/yy)</b>	<b>07/18</b>	<b>09/18</b>	<b>12/18</b>	<b>12/19</b>

## 6. Scheme Details

- 6.1 Park Road North to Havant College Entrance, shared use path: The Footway will be widened (into existing verge) on the south side of New Road from Park Road North to the existing Pelican crossing, as shown in the location plan and scheme drawings located in the appendix of this report.
- 6.2 The existing Pelican crossing point in New Road will be upgraded to a Toucan crossing point and the footway will be widened (into carriageway) on the north side of New Road from the new toucan crossing to Barncroft Way.
- 6.3 The footway in Barncroft Way (eastern side) will be widened from the junction of New Road to the junction with Stockheath Lane (adjacent to Hermitage Stream) which will link to an existing shared use cycle facility. The carriageway in Barncroft Way will be resurfaced between Stockheath Lane and New Road as part of ongoing planned maintenance.
- 6.5 The existing pedestrian refuge island in Barncroft Way will be widened and the junction bell mouth will be re-aligned to deter southbound traffic from turning right at the junction.
- 6.6 The eastbound carriageway approach to the existing Pelican crossing in New Road will be resurfaced in order to improve skid resistance.

## 7. Departures from Standards

- 7.1 None.

## 8. Community Engagement

- 8.1 The County Councillor, Cllr Liz Fairhurst, the district councillors, and the Havant Borough Council cabinet lead for Strategic Innovation, Infrastructure and Projects (Cllr Tim Pike) were consulted on the scheme and support the proposals.

## 9. Statutory Procedures

- 9.1 A traffic regulation order for the prohibition of right turns from Barncroft Way into New Road was advertised between 20 April and 14 May 2018. There were no objections or representations received from the statutory advertisement.

## **10. Land Requirements**

- 10.1 The majority of land required for the scheme is already adopted highway. There is a segment of land owned by Havant College which runs adjacent to the eastern footway of Barncroft Way just north of the main entrance to Havant College. This segment of land is required to widen the existing footway by one metre in order to create the shared use path. The County Council's estates team has consulted the landowner (Havant College) and a formal deed of dedication was completed in April 2018.

## **11. Maintenance Implications**

- 11.1 The improvements will have a minor impact on future maintenance budgets, and this is expected to be approximately £3,293 annually based on the highways asset management "Future Year Maintenance Worksheet". The Asset Management Team has been consulted on the proposals and has requested that planned resurfacing works in Barncroft Way be undertaken as part of the scheme in order to minimise disruption in the local area. A maintenance contribution has been allocated in order to undertake the resurfacing works.

## 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.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	no
<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>	no

**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.)**

DocumentLocation

None



## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **1.2. Equalities Impact Assessment:**

All impacts of the proposals are deemed positive to all users in terms of accessibility, with particular benefits identified for pupils and staff of Havant College and more vulnerable road users. The improvements will provide a safer and more accessible route to and from the Havant area and more specifically for pupils and staff attending Havant College. It will also connect the missing links to the national cycle network NCN22, which will provide a more continuous journey for cyclists between Havant and Bedhampton.

### **2. Impact on Crime and Disorder:**

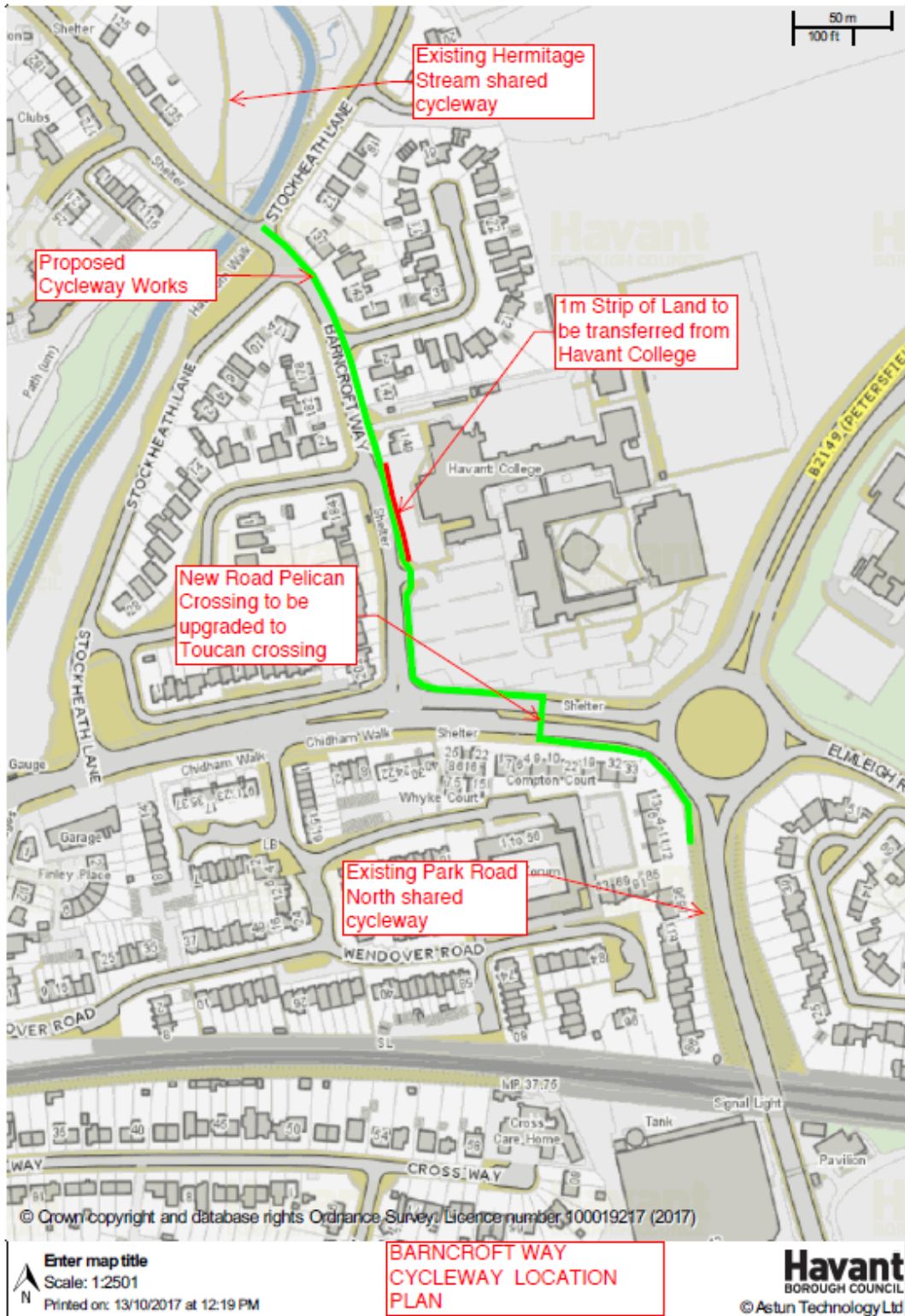
2.1. None.

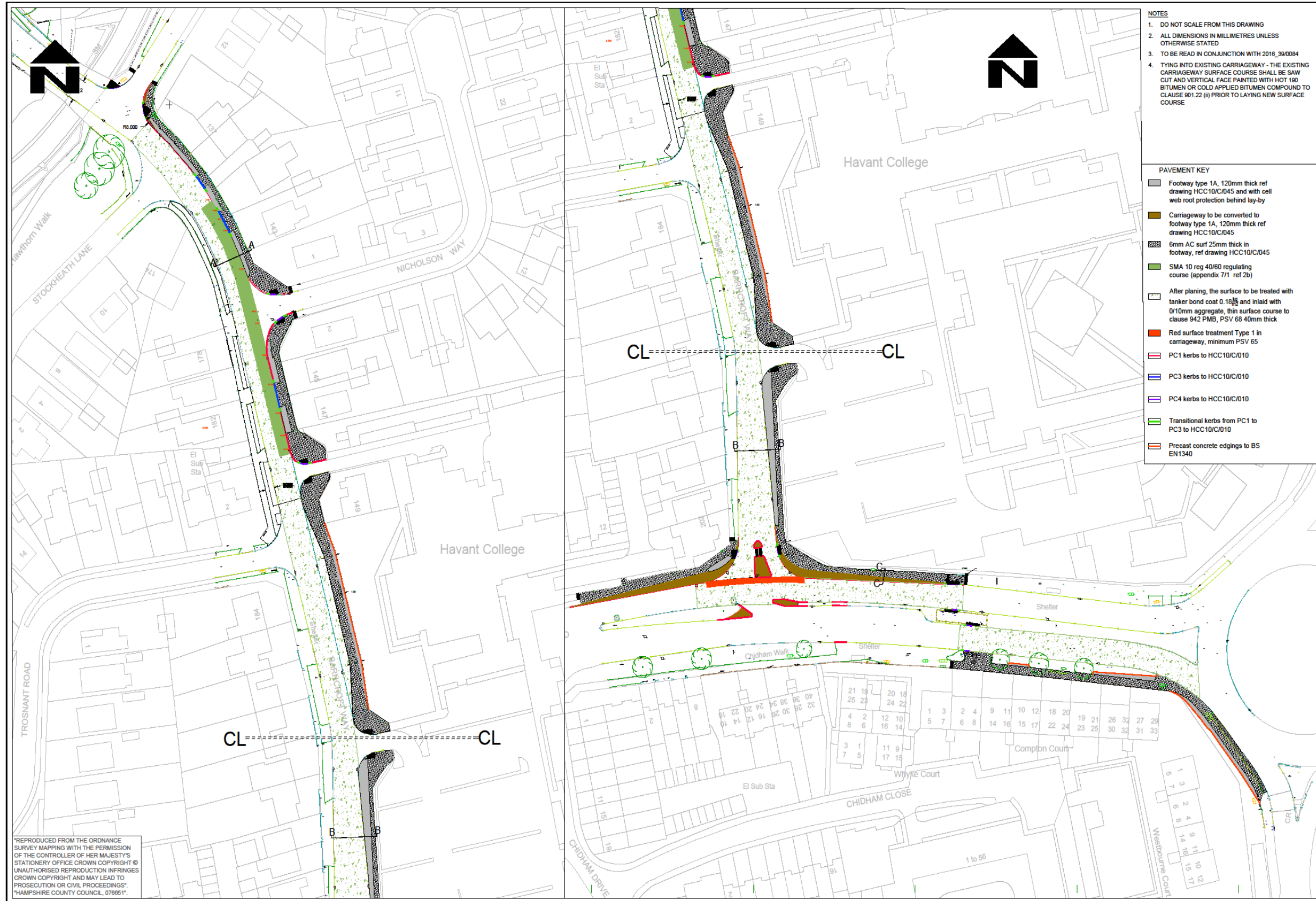
**3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme seeks to provide improved access for all by providing wider footways, which can be used by both pedestrians and cyclists. The scheme will therefore look to increase opportunities and the ability for behavioural change to more sustainable travel choices. The proposed carriageway resurfacing will also ensure less maintenance intervention in future years while also ensuring the highway network is more resilient and reliable.

Location Plan





- NOTES**
1. DO NOT SCALE FROM THIS DRAWING
  2. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED
  3. TO BE READ IN CONJUNCTION WITH 2016\_39/0084
  4. TYING INTO EXISTING CARRIAGEWAY - THE EXISTING CARRIAGEWAY SURFACE COURSE SHALL BE SAW CUT AND VERTICAL FACE PAINTED WITH HOT 190 BITUMEN OR COLD APPLIED BITUMEN COMPOUND TO CLAUSE 901.22 (f) PRIOR TO LAYING NEW SURFACE COURSE

**PAVEMENT KEY**

- Footway type 1A, 120mm thick ref drawing HCC10/C/045 and with cell web root protection behind lay-by
- Carrigeway to be converted to footway type 1A, 120mm thick ref drawing HCC10/C/045
- 6mm AC surf 25mm thick in footway, ref drawing HCC10/C/045
- SMA 10 reg 40/60 regulating course (appendix 7/1 ref 2b)
- After planing, the surface to be treated with tanker bond coat 0.18 and inlaid with 0/10mm aggregate, thin surface course to clause 942 PMB, PSV 68 40mm thick
- Red surface treatment Type 1 in carrigeway, minimum PSV 65
- PC1 kerbs to HCC10/C/010
- PC3 kerbs to HCC10/C/010
- PC4 kerbs to HCC10/C/010
- Transitional kerbs from PC1 to PC3 to HCC10/C/010
- Precast concrete edgings to BS EN1340

REPRODUCED FROM THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT © UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. \*HAMPSHIRE COUNTY COUNCIL, 076651\*

REV	AMENDMENTS	DATE	CAD	CHKD	APPO
A	Stage 2 Safety Audit Issues Incorporated	28.03.2018	MB		

**CLIENT**

**Hampshire County Council**

EVERY PLAN OR DRAWING MUST BE SIGNED BY AN APPROPRIATELY TRAINED AND QUALIFIED PERSON.

**CONSULTANT**

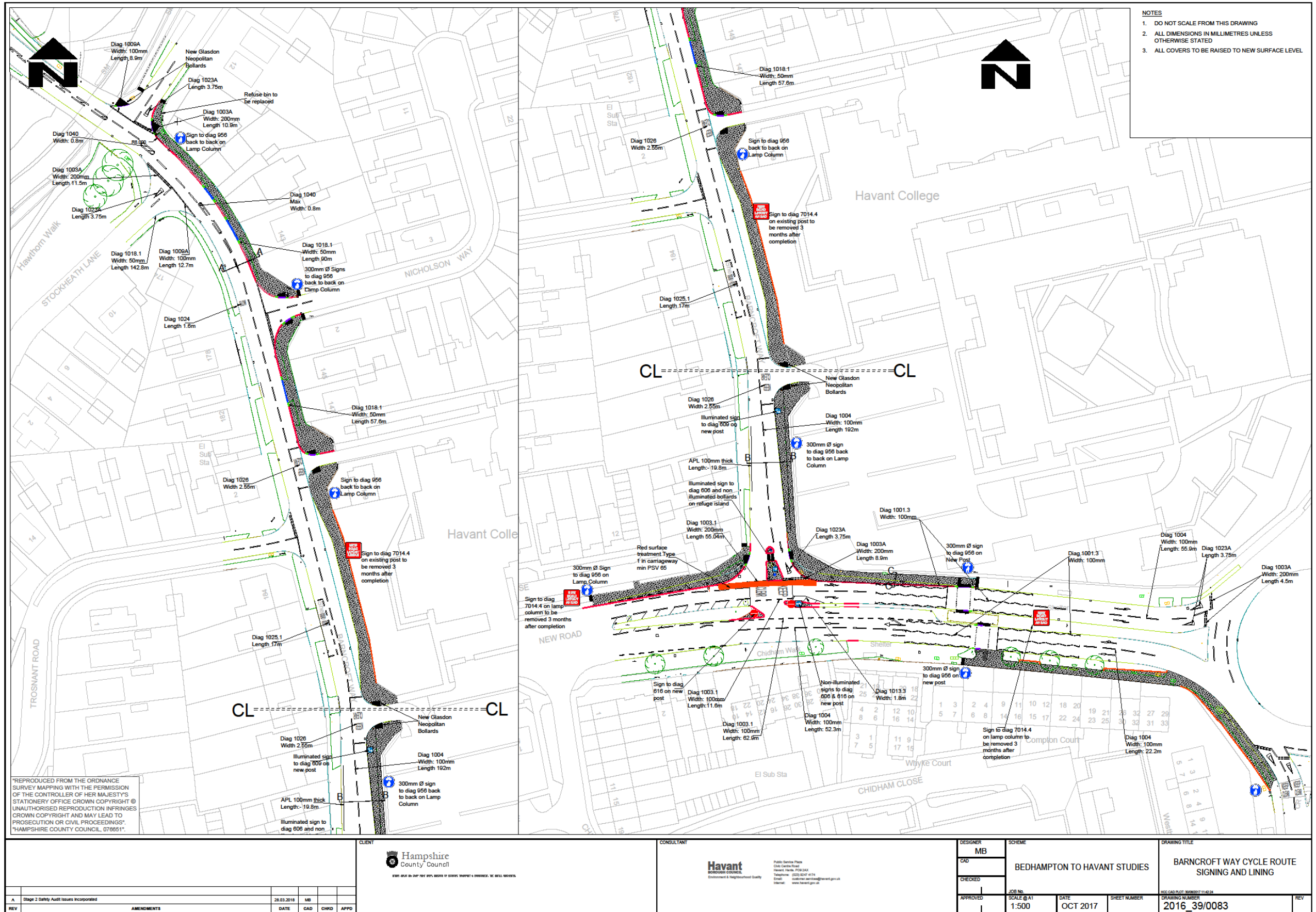
**Havant Borough Council**

Public Service Place  
Chick-Corrie Road  
Havant, Havant, PO9 2JL  
Telephone: 01329 620147  
Email: council@havant.gov.uk  
www.havant.gov.uk

DESIGNER	MB	SCHEME	BEDHAMPTON TO HAVANT STUDIES
CAD		DRAWING TITLE	BARNCROFT WAY CYCLE ROUTE PAVEMENTS AND FOOTWAYS
CHECKED		JOB No.	HCC/016/16/00007/11/024
APPROVED		SCALE @ A1	1:500
		DATE	OCT 2017
		SHEET NUMBER	2016_39/0082

DRAWING NUMBER	2016_39/0082
----------------	--------------

HCC/016/16/00007/11/024



HCC CAD FILE: J:\930\Corporate Area Community Group\Engineering and Landscaping\Drawings\Project\Havant\Havant\New Road\Barncroft Way Cycle Route\Barncroft Way Cycle Route.dwg

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	17 July 2018
<b>Title:</b>	Passenger Transport Grants
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Kevin Ings

**Tel:** 01962 846986

**Email:** kevin.ings@hants.gov.uk

#### 1. Recommendations

- 1.1. That a grant of £3,000 be awarded to the East Hants Community Rail Partnership to contribute towards its operating costs as detailed in the grant application for the period 1 April 2018 to 31 March 2019.
- 1.2. That a grant of £7,000 be awarded to the Three Rivers Community Rail Partnership to contribute towards its operating costs as detailed in the grant application for the period 1 April 2018 to 31 March 2019.
- 1.3. That a grant of £10,000 be awarded to the Lymington-Brockenhurst Community Rail Partnership to contribute towards its operating costs as detailed in the grant application for the period 1 April 2018 to 31 March 2019.
- 1.4. That a grant of £6,500 be awarded to YelaBus for the period 1 April 2018 to 31 March 2019, on the basis that, in addition to the Council's normal conditions of grant, the following grant conditions will also be met:

That YelaBus will:

- a) Provide a 'group hire' minibus operation under Section 19 Standard Permits, issued under Section 19 of the Transport Act 1985 (as amended by the provisions in the Local Transport Act 2008), to enable eligible local and voluntary and community groups to hire minibuses at affordable rates.
- b) Maintain a pool of volunteer drivers so that minibuses can be provided for hire, complete with a Minibus Driver Awareness Scheme (MiDAS) trained driver where requested.
- c) Ensure that charges made to passengers and vehicle hirers include an element of depreciation so that YelaBus accrues money towards replacing its vehicles.
- d) Provide quarterly activity and financial reports to the Council for the scheme.

- e) Work with the Council's Community Transport and Contracts Team on community transport matters in Hart to identify the need for and assist in the development of local community transport initiatives.

## **2. Executive Summary**

- 2.1. This report sets out the background to the three Community Rail Partnerships in Hampshire and recommends grant awards for each Partnership in order to continue supporting their activities during 2018/19.
- 2.2. The report also outlines the background and funding history to supporting the YelaBus service in Yateley and recommends the award of a grant to YelaBus for 2018/19.

## **3. Contextual information**

- 3.1. The County Council has previously provided grant support to three community Rail Partnerships in Hampshire – The East Hants Community Rail Partnership, the Three Rivers Community Rail Partnership, and the Lymington-Brockenhurst Community Rail Partnership. All three of the rail Partnerships are part funded from other sources e.g. rail operators and other local authorities.
- 3.2. The Partnerships aim to improve travel choices for Hampshire's residents through working together to improve rail services and facilities which will lead to greater use of local rail stations. They also encourage co-operative working between National Park Authorities, other local authorities, train companies, businesses and local volunteers.
- 3.3. Since 2006, the County Council has provided grant support to YelaBus, a long established organisation providing mini-buses for groups in Yateley, which is well regarded locally. YelaBus is now supported on the same basis as other similar schemes in the county.
- 3.4. YelaBus will be reminded of the need to become more self sufficient in the future, with diminishing budgets and community rail partnerships encouraged to look at alternative sources of funding, for example the new railway franchise operator.

## **4. The East Hants Community Rail Partnership Grant Application**

- 4.1. The East Hants Community Rail Partnership was formed in 2013 and covers the rail stations at Liphook, Liss, Petersfield and Rowlands Castle, all of which are gateways providing sustainable access to the South Downs National Park.
- 4.2. The Partnership Steering Group includes Hampshire County Council, South Downs National Park Authority, East Hampshire District Council, South Western Railway, and the Department for Transport. The Steering Group is also supported by the Community Rail Partnership Officer (external to Hampshire County Council), and by other local groups and local authorities, e.g. Petersfield Transport Group, Network Rail, Havant Borough Council, Sustrans, Petersfield Town Council, Bramshott and Liphook Parish Council, Rowlands Castle Parish Council and Liss Parish Council.



- 4.3. The application received from the East Hants Partnership states that any grant from Hampshire County Council would be used to assist with the costs of undertaking the following activities:
- a) Contribution towards the running costs of the Petersfield Travel Information Hub for the summer of 2018.
  - b) Updating the Line Guide.
  - c) Promoting rail travel to new and existing residents.
  - d) Supporting the Hollycombe Rail Link Bus.
  - e) Infrastructure improvements and maintenance at the stations.
- 4.4. The East Hants Community Rail Partnership has requested a grant of £3,000 or more from the County Council towards the cost of the above activities in 2018/19. The remaining costs are expected to be covered through contributions from the South Downs National Park, South Western Railway, East Hampshire District Council, and the Association of Community Rail Partnerships. A grant of £3,000 was provided during 2017/18, and given the council's current financial position and the objective of encouraging greater financial sustainability for community transport, it is not proposed to increase this amount. A further grant award of £3,000 is recommended for the East Hants Community Rail Partnership to assist with its running costs for the period 1 April 2018 to 31 March 2019.

## **5. The Three Rivers Community Rail Partnership Grant Application**

- 5.1. The Three Rivers Community Rail Partnership was formed in 2007. The area covered by this Partnership includes the Romsey – Salisbury rail service via Chandler's Ford, Eastleigh, Southampton Airport Parkway and Southampton Central, and the stations at Bursledon, Netley and Hamble. Recently, the stations of Shawford and Winchester have been added to the Partnership's remit.
- 5.2. The Partnership Steering Group includes Hampshire County Council, South Western Railway, Great Western Railway, Cross Country Trains, The University of Southampton, Bluestar Buses, Network Rail, Test Valley Borough Council, Eastleigh Borough Council, Wiltshire Council, and Southampton City Council. The Steering Group is again supported by the Community Rail Partnership Officer and by a number of volunteer groups at stations along the line.
- 5.3. The County Council owns Chandler's Ford station and it is leased to South Western Railway. This station benefits from a number of the projects run by volunteers of this Community Rail Partnership as do many of the other stations in the area mentioned above.
- 5.4. The application received from the Three Rivers Partnership states that any grant from Hampshire County Council would be used to assist with the costs of undertaking the following activities:
- a) promoting rail travel through newsletters, guides and by attending local community groups, meetings and exhibitions
  - b) encouraging greater use of smaller stations through the use of volunteer groups
  - c) continue with and expand Rail-bus links to local tourist attractions including Hillier's, Mottisfont Abbey, Marwell Wildlife and Paultons
  - d) upgrading infrastructure at stations to improve attractiveness to users.

5.5. The Three Rivers Community Rail Partnership has requested a grant of £7,000 or more towards the cost of the above activities in 2018/19. The remaining costs are expected to be covered through contributions from rail companies, Eastleigh Borough Council, Wiltshire Council, Test Valley Borough Council, Southampton City Council, the Association of Community Rail Partnerships, and revenue from facilities provided at local stations e.g. the café facility at Chandler's Ford station, the sale of Station Walk Guides and the provision of second hand books at a number of stations. A grant of £7,000 was provided during 2017/18, and given the council's current financial position and the objective of encouraging greater financial sustainability for community transport, it is not proposed to increase this amount; instead a further grant award of £7,000 is recommended for the Three Rivers Community Rail Partnership to assist with their running costs for the period 1 April 2018 to 31 March 2019.

## **6. The Lymington-Brockenhurst Community Rail Partnership Grant Application**

- 6.1. The Lymington-Brockenhurst Community Rail Partnership was formed in 2008 and the route covered by this Partnership is the Lymington Pier – Lymington Town - Brockenhurst branch line.
- 6.2. The Partnership Steering Group includes Hampshire County Council, South Western Railway, Network Rail, Wightlink Ferries, Go South Coast Bus Company, New Forest District Council, New Forest National Park Authority and Brockenhurst Parish Council. The Steering Group is again supported by the Community Rail Partnership Officer and by the volunteer group, Friends of Lymington-Brockenhurst Line, who cover all three stations on the line. The application received from the Lymington-Brockenhurst Partnership states that any grant from Hampshire County Council would be used to assist with the costs of undertaking the following activities which aim to support social inclusion, increase passenger numbers and assist in station regeneration:
- a) use three social media films which have been produced to promote how easy and quick it is to travel to the New Forest and Lymington by train, showcasing the New Forest, Lymington and integrated transport links.
  - b) facilitate events, including the popular Music at Stations through the summer and the teddy bear train promoting free travel for children under 11 during half term.
  - c) a year long project called 'Now and Then' which involves Lymington Juniors and twinning with Sandown Community Kids. This includes an exhibition at Lymington Station which tells the story of the line through the years.
  - d) work on the erection of a canopy from the Redrow development into Lymington Station with funding from the new TOC (train operating company) when the new bridge is finally installed.
  - e) planting and station improvements for both Lymington and Brockenhurst stations.
- 6.3. The Lymington-Brockenhurst Community Rail Partnership has requested a grant of £10,000 from the County Council towards the cost of running the above activities in 2018/19. The remaining costs are expected to be covered through contributions from transport operators, South Western Railway, New Forest

National Park, New Forest District Council, and Brockenhurst Parish Council. A grant of £10,000 was provided during 2017/18 and a further grant award of £10,000 is recommended for the Lymington-Brockenhurst Community Rail Partnership to assist with its running costs for the period 1 April 2018 to 31 March 2019.

## **7. YelaBus Grant Award**

- 7.1. YelaBus is a local community transport provider which aims to provide accessible and affordable transport for those in the Yateley area who do not have the use of a private car and who cannot access public transport. The scheme operates two accessible minibuses and their overall costs are met through grants from the County Council and Yateley Town Council, income from users of the service, and fund raising.
- 7.2. A grant of £6,500 was provided to the scheme during 2017/18. The grant is seen as a contribution towards the staffing and administration costs involved in operating the scheme so that support for YelaBus is consistent with the way in which the council supports other similar schemes across the county. In these cases the contribution made by the council supports the staffing and administration costs necessary to oversee the operation of a fleet of minibuses to ensure that these are properly maintained and to enable the recruitment and training of volunteer minibus drivers. The running costs of the minibuses are then recovered through the hire charges to groups. Where paid drivers are used, the cost of this is recovered through the hire charges to user groups.
- 7.3. A grant application for £7,500 has been received from YelaBus for a contribution towards its costs for 2018/19. Given the council's current financial position and the objective of encouraging greater financial sustainability for community transport, it is not proposed to increase grant support; instead a further grant award of £6,500 is proposed for the scheme for 2018/19. The council's normal conditions of grant would apply to this award. In addition it is proposed that the grant is awarded to YelaBus on the basis that the following conditions will also be met:
  - a) Provide a 'group hire' minibus operation under Section 19 Standard Permits, issued under Section 19 of the Transport Act 1985 (as amended by the provisions in the Local Transport Act 2008), to enable eligible local and voluntary and community groups to hire minibuses at affordable rates.
  - b) Maintain a pool of volunteer drivers so that minibuses can be provided for hire, complete with a Minibus Driver Awareness Scheme (MiDAS) trained driver where requested.
  - c) Ensure that charges made to passengers and vehicle hirers include an element of depreciation so that YelaBus accrues money towards replacing its vehicles.
  - d) Provide quarterly activity and financial reports to the council for the scheme.

- e) Work with the County Council's Community Transport and Contracts Team on community transport matters in Hart to identify the need for and assist in the development of local community transport initiatives.

7.4. Any future decisions on financial support for YelaBus will need to be considered against other demands on reducing budgets and the council's longer term approach to supporting similar schemes in Hampshire and it is proposed that YelaBus should be reminded of this.

## **8. Finance**

- 8.1. The grants proposed in this report would be funded under the Economy, Transport, and Environment Community Transport Grants Stream. This grant stream is available to voluntary and community organisations that provide a transport service to the wider community. It can be used to support community transport projects or services which benefit the wider community and improve local accessibility.
- 8.2. This grant stream has a budget allocation of £30,000 for 2018/19, none of which has yet been awarded. The total cost of the grants proposed within this report total £26,500 which can be funded from the available grant stream budget allocation. The remaining £3,500 will be retained for any emergency issues or additional requests that require consideration over the remainder of 2018/19.

## **9. Conclusion**

- 9.1. The County Council has previously provided grant support to three Community Rail Partnerships in Hampshire – The East Hants Community Rail Partnership, the Three Rivers Community Rail Partnership, and the Lymington-Brockenhurst Community Rail Partnership. The Partnerships aim to improve travel choices for Hampshire's residents through working together to improve rail services and facilities which will lead to greater use of local rail stations. Further grants for each of these Partnerships are recommended to assist with their running costs during 2018/19.
- 9.2. A further grant award is recommended for the YelaBus scheme in Yateley to contribute towards their staffing and administration costs involved in operating this scheme. In addition to the County Council's normal grant conditions, a number of additional grant conditions are also proposed for this grant award.
- 9.3. YelaBus and the Community Rail Partnerships will be reminded that any future decisions on financial support will need to be considered against the demands which the County Council is facing on reduced budgets. In view of this, they will be encouraged to explore alternative sources of funding.
- 9.4. The grants proposed in this report total £26,500 and these can be funded from the available budget allocation in the Economy, Transport, and Environment Community Transport Grants Stream.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	no
<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> Community Transport Grant Applications 2017/18	<u>Date</u> 11 July 2017
<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>
Grant applications from applicants	Corporate Grants Database

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **1.2. Equalities Impact Assessment:**

The impact of the decision has been assessed as neutral for groups with protected characteristics.

### **2. Impact on Crime and Disorder:**

2.1 The provision of improved rail station facilities and busier rail stations can improve feelings of personal security particularly for lone travellers. Some of the services provided by YelaBus will support wider community involvement which can help to reduce crime.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint/energy consumption?

Increased use of rail services as opposed to the private car helps to reduce energy consumption and carbon emissions from transport. The YelaBus

scheme can provide group transit journeys, thus reducing some individual journeys which may have otherwise taken place.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The Community Rail Partnerships promote sustainable modes of transport and in this respect play a role in helping Hampshire's residents and visitors to adapt to climate change and to the need to further mitigate climate change.

As sustainable modes of transport become more important in mitigating climate change, the proposal enables the continued provision of a travel option for users of those services provided by YelaBus which is in keeping with the need to reduce carbon emissions.

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## HAMPSHIRE COUNTY COUNCIL

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	17 July 2018
<b>Title:</b>	Andover Villages Bus Service and Winchester to Petersfield 67 Bus Service
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Peter Shelley

**Tel:** 01962 847212

**Email:** peter.shelley@hants.gov.uk

### 1. Recommendations

- 1.1. That approval is given to award a new contract under the public bus dynamic purchasing system for the Andover Villages Bus Service (formerly known as Andover Cango) to commence on 7 October 2018 until 6 October 2019 with the option to extend in increments until 31 March 2021, at a maximum annual cost of £105,442 (and a potential total cost of £263,605 should the contract be fully extended), to be met from the Public Bus Budget.
- 1.2. That approval is given to award a new contract under the public bus dynamic purchasing system for the Winchester to Petersfield 67 Bus Service to commence on 1 September 2018 and operate until 31 July 2019 with the option to extend in increments until 31 July 2021, at a maximum annual cost of £175,729 (and a potential total cost of £512,543 should the contract be fully extended), to be met from the Public Bus Budget and the Home to School Transport Budget as detailed within this report.

### 2. Executive Summary

- 2.1. The purpose of this paper is to seek approval to award contracts for the two local bus services identified in 1.1 and 1.2 above.
- 2.2. This will allow services to continue beyond the expiry of the current contracts, notwithstanding the outcomes of the public consultation on public transport subsidies as detailed in paragraph 2.4 below.
- 2.3. These contracts will be funded from the Public Bus Budget, with contributions made from the Home to School Transport Budget. The timetables to be awarded are to the current specification. Both the timetables and the contract costs will be brought in line with the finances available from

April 2019 through negotiation with the operator once the outcomes of the public consultation on the proposals to change supported passenger transport services are known.

- 2.4. As part of the Councils Transformation to 2019 programme a consultation was launched in June 2018 in relation to the supported passenger transport services and concessionary travel scheme. This more detailed consultation follows on from the Serving Hampshire – Balancing the Budget consultation carried out last year and seeks the views from interested parties and the public on the options for delivering planned savings. The consultation closes at midnight on 5 August 2018.
- 2.5. As subsidised bus services, the level of financial support Hampshire County Council should provide in the future for both the 67 and Andover Villages Services forms part of this consultation.
- 2.6. It is proposed that the contracts are initially issued for one year with the possibility to extend in increments until 2021 to align them with other public bus contracts.
- 2.7. Approval of these proposals will allow good time to award the new contracts and advertise any change in operator.

### **3. Contextual information**

- 3.1. The Passenger Transport Review, implemented in January 2015, retained subsidised bus services across Hampshire on an equitable basis, albeit to reduced timetables in line with the lower funding levels available.

#### *Andover Villages Service (formerly known as Andover Cango)*

- 3.2. The Cango was introduced in 2001 as part of pioneering work by Hampshire County Council following a successful bid for Government funding. The funding provided for a fleet of vehicles, with a number of innovative features, including a computer and communications system which allowed the buses to 'roam' over a wider area, so replacing a number of separate bus routes, which had each struggled to carry sufficient passengers to be sustainable. Passengers rang in to book their journey, and their bookings determined the route that Cango took with limited opportunity to simply turn up and go like a conventional bus.
- 3.3. Although innovative, and copied in other parts of the Country, the bus areas where Cango worked best did not have large numbers of potential bus users, and for a number of reasons the cost per passenger trip remained high.
- 3.4. A single tender contract was issued replacing the Andover Cango service in 2017, which ensured continuity of service for the community whilst the outcomes of the County Council's Balancing the Budget Consultation were determined.

- 3.5. The Andover Villages Service (the revised name for Andover Cango) now operates to a set schedule which removes the need to book and therefore saves the cost of a booking system. The Andover Villages Service operates a series of routes covering communities across a wide area.
- 3.6. The cost of the Andover Villages Service contract was £115,693pa. This was funded from the Public Bus Budget with a contribution made of £14,029 from the Home to School Transport Budget.
- 3.7. The existing single tender contract for the Andover Villages service cannot be extended further. A new contract must be issued to comply with procurement regulations.
- 3.8. It is proposed to award a contract on the existing specification and then modify or end the contract through negotiation with the operator once the outcomes of the consultation outlined in 2.4 of this report are known. This approach ensures service continuity, complies with procurement regulations and removes the requirement to consult the market twice in a very short timeframe for similar services.
- 3.9. The contract this report is proposing to award will not include a Home to School Transport Contract and will be funded solely from the Public Bus Budget.
- 3.10. Providing the option to extend this contract until 2021 allows the Council the ability to align it with the other public transport contracts, to support efficiency in procurement and contract letting in the future.

#### *Winchester to Petersfield 67 Bus Service*

- 3.11. The 67 Bus Service runs from Petersfield to Winchester, serving villages in between.
- 3.12. In 2017 a short single tender contract was awarded for the 67 bus service to enable the Hampshire County Council Childrens Services Department to commence an ongoing review regarding how Home to School Transport is delivered.
- 3.13. Childrens Services has confirmed that it requires capacity on 67 for the forthcoming academic year and the 67 Bus Service remains intrinsic to home to school transport provision in the Meon Valley with scholars accounting for over 42% of annual passenger journeys.
- 3.14. The cost of the current 67 service is £196,200pa, of which £54,979pa comes from the Home to School Transport Budget.
- 3.15. The existing contract expires on 30 August 2018, prior to consideration of the results of the consultation exercise, and decisions on the review of public transport subsidies.

- 3.16. The existing single tender contract for the 67 service cannot be extended further. A new contract must be issued to comply with procurement regulations.
- 3.17. It is proposed to award a contract to the existing specification and then modify the contract through negotiation with the operator once the outcomes of the consultation outlined in 2.4 of this report are known. This approach ensures service continuity, complies with procurement regulations and removes the requirement to consult the market twice in a very short timeframe for similar services.
- 3.18. Providing the option to extend this contract until 2021 allows the Council the ability to align it with the other public transport contracts.

#### **4. Finance**

- 4.1. The maximum cost of the new Andover Villages Bus Service Contract will be £105,442pa. This will be met by the Public Bus Budget.
- 4.2. The maximum cost of the new 67 Contract will be £175,729pa, of which £45,825 will come from the Home to School Transport Budget. This approach has been agreed with the Childrens Services Department, which is looking to re-plan its Home to School Transport along the route with any changes taking effect in September 2019.
- 4.3. The contract values may be varied, in negotiation with the successful operators to align with the results of the public consultation on the proposals to change supported passenger transport services. Any variation to the contract values won't exceed the figures stated within this report
- 4.4. The new Andover Villages and 67 Bus Services contracts represent a net saving across the Local Bus and Home to School Transport budgets.

#### **5. Overview of the retendering**

- 5.1. Bids were received from 2 operators for the Andover Villages Bus Service.
- 5.2. Bids were received from 3 operators for the 67 Bus Service.
- 5.3. Bids were assessed 100% on price.
- 5.4. This report proposes to award the most economically advantageous tender for both services.

#### **6. Overview of the procurement**

- 6.1. The contracts have been procured using the Public Bus Dynamic Purchasing System and based 100% on price.

- 6.2. The contract for the 67 service will commence on 1 September 2018 and will run until 31 July 2019 to align with the academic year given the volume of school traffic. There is the option to extend the contract in increments until 31 July 2021.
- 6.3. The contract for the Andover Villages service will commence on 7 October 2018 and will run until 6 October 2019. There is the option to extend the contract in increments until 31 March 2021.
- 6.4. Both contracts may be varied once the outcomes of the public consultation on the proposals to change supported passenger transport services are known, and decisions made on the review of public transport subsidies.

## **7. Performance**

- 7.1. The performance of the Andover Villages and No 67 bus services will be monitored and evaluated using the established performance indicators for subsidised bus services, consistent with other subsidised routes across the County.

## **8. Future direction**

- 8.1. The proposed award of the tenders identified in 1.1 and 1.2 of this report represents best value for money for the Council at this time.
- 8.2. The proposed award will ensure continuity of service by maintaining the transport links within the communities served until the outcomes of the public consultation on the proposals to change supported passenger transport services are known.
- 8.3. The proposed award of the 67 service will ensure that the transport link for scholars, who rely on the service to access educational facilities, is maintained.

**CORPORATE OR 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> Andover Cango Bus Service <a href="http://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=381">http://democracy.hants.gov.uk/ieDecisionDetails.aspx?ID=381</a>	<u>Date</u> 4 August 2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> 67 Winchester to Petersfield Bus Service <a href="http://democracy.hants.gov.uk/documents/s5069/Decision%20Record.pdf">http://democracy.hants.gov.uk/documents/s5069/Decision%20Record.pdf</a>	<u>Date</u> 4 August 2017

**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.)

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

### **1.2. Equalities Impact Assessment:**

This report proposes to maintain the existing service provision, so the decision is anticipated to have a neutral impact on groups with protected characteristics.

### **2. Impact on Crime and Disorder:**

2.1. As this report proposes to maintain the existing service provision, there is no change to the potential impact on Crime and Disorder.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

As this report proposes to maintain the existing service provision, there is no additional impact to the Council's carbon footprint / energy consumption.