

## NOTICE OF MEETING

<b>Meeting</b>	Executive Member for Environment and Transport Decision Day
<b>Date and Time</b>	Tuesday, 15th January, 2019 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

### Key Decisions

**1. PROJECT APPRAISAL: M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT SCHEME (Pages 5 - 20)**

To consider a report of the Director of Economy, Transport and Environment regarding approval for the implementation of the scheme to improve M27 Junction 9 and Parkway South Roundabout, Whiteley.

**2. WHITEHILL AND BORDON INTEGRATION WORKS - BUDDS LANE (Pages 21 - 34)**

To consider a report of the Director of Economy, Transport and Environment regarding an update on the Whitehill & Bordon Integration Project following on from the Public Consultation. The report also recommends that the Budds Lane Scheme, Phase 1 of the Whitehill & Bordon Integration Project, be approved.

**3. REPLACEMENT OF A35 HOLMSLEY BRIDGE, NEW FOREST (Pages 35 - 46)**

To consider a report of the Director of Economy, Transport and Environment regarding approval to replace Holmsley Bridge on the A35 in the New Forest. The scheme involves construction of a new single span bridge alongside the existing bridge, removal of the old steel bridge and improvements to the road layout either side of the bridge.

**4. CONCESSIONARY TRAVEL SCHEME CONTRACT** (Pages 47 - 52)

To consider a report of the Director of Economy, Transport and Environment regarding approval for a procurement process to award a new contract for support systems for the County Council's Concessionary Travel Scheme.

**5. FARNBOROUGH GROWTH PACKAGE – LYNCHFORD ROAD AND INVINCIBLE ROAD IMPROVEMENTS** (Pages 53 - 68)

To consider a report of the Director of Economy, Transport and Environment regarding identifying the preferred scheme proposals for Lynchford Road to be taken forward for further development and delivery of a first phase in the short term, as part of the Farnborough Growth Package. The report also seeks authority to enter a funding agreement for the Invincible Road scheme.

**6. M27 JUNCTION 10** (Pages 69 - 88)

To consider a report of the Director of Economy, Transport and Environment regarding the proposed improvements for M27 Junction 10 within the context of the wider development at Welborne Garden Village in North Fareham.

**Non Key Decisions**

**7. ETE CAPITAL PROGRAMME MONITORING** (Pages 89 - 98)

To consider a report of the Director of Economy, Transport and Environment regarding a summary of progress and delivery within the ETE 2018/19 Capital Programme.

**8. ETE PROPOSED CAPITAL PROGRAMME 2019/20, 2020/21 AND 2021/22** (Pages 99 - 118)

To consider a report of the Director of Corporate Resources and the Director of Economy, Transport and Environment regarding the proposals for the Economy, Transport and Environment (ETE) Capital programme for 2019/20, 2020/21 and 2021/22 and to seek approval for their onward submission to the Cabinet in February 2019.

**9. 2019/20 REVENUE BUDGET** (Pages 119 - 132)

To consider a report of the Director of Corporate Resources and the Director of Economy, Transport and Environment regarding proposals for the 2019/20 budget for Environment and Transport budgets in accordance with the Council's Medium Term Financial Strategy approved by the County Council in November 2018.

**10. PROJECT APPRAISAL: ACCESS TO ALDERSHOT STATION** (Pages 133 - 148)

To consider a report of the Director of Economy, Transport and Environment regarding details of a proposed scheme to implement an integrated transport scheme in Aldershot involving accessibility and sustainability improvements on the highway network and accessibility, sustainability, and environmental improvements within the Aldershot train station forecourt.

**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.

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	Project Appraisal: M27 Junction 9 and Parkway South Roundabout Scheme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Duncan Stewart

**Tel:** 01962 845421

**Email:** duncan.stewart2@hants.gov.uk

#### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approves the Project Appraisal for the M27 Junction 9 and Parkway South Roundabout scheme (“the Scheme”), as outlined in this report subject to confirmation of the County Council’s Capital Programme.
- 1.2 That subject to the acquisition of all necessary land interests, approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, including any necessary agreements with Highways England, to implement the proposed improvements to M27 Junction 9, Whiteley Way and Parkway South Roundabout, as set out in the supporting report, at an estimated cost of £22.230million to be funded from a combination of Highways England Growth and Housing Fund, Highways England Congestion Relief Fund, Local Transport Plan funding and developer contributions.
- 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 for the implementation of the Scheme to improve M27 Junction 9 and Parkway South Roundabout, Whiteley, at an estimated cost of £22.230million.
- 2.2 The M27 is a critical, strategic corridor in southern Hampshire which helps to keep the economy moving but at peak times queues caused by congestion at Junction 9 can extend back several kilometres along the motorway. The Scheme is essential to improve traffic flow and journey times in the area. Both junctions currently experience severe congestion in the morning and

evening peak periods and traffic queuing on the motorway off-slips at Junction 9 causes operational and safety issues on the M27 mainline. Furthermore, in the morning peak hour, congestion at Parkway South Roundabout can regularly block back to Junction 9, while in the evening peak hour congestion at Junction 9 frequently blocks back to Parkway South Roundabout.

- 2.3 The congestion is judged to be detrimentally impacting business attraction and retention in two large regionally significant adjacent Business Parks, Solent and Segensworth, located to the north and south of Junction 9 respectively.
- 2.4 The Scheme developed by the County Council will provide a significant increase in traffic capacity at both junctions, which forecasts suggest will be sufficient to alleviate the existing congestion issues and provide spare capacity to accommodate traffic associated with future developments.

### **3. Background**

- 3.1 In late 2015 Highways England (HE) withdrew funding for its improvement scheme at M27 Junction 9, following a review of budget. The HE scheme was limited to widening of the off-slips and did not address the capacity problems on the roundabout circulatory carriageway or on the local road network.
- 3.2 Around the same time the County Council commenced work to develop a feasibility improvement scheme for the Parkway South Roundabout. This junction was identified for improvements by the promoters of the 'North Whiteley' development, but the County Council considered that the proposed improvements did not offer sufficient future capacity and elected to develop its own scheme to fully address the forecast congestion issues. A financial contribution from the 'North Whiteley' developers towards this junction has been secured instead via Section 106 agreement. This contribution forms a critical component of the funding for the Scheme now proposed.
- 3.3 Following discussions with HE, the County Council submitted a bid to the HE Growth and Housing Fund (GHF) in March 2016, for funding towards improvements to Parkway South Roundabout and M27 Junction 9.
- 3.4 Bid information was re-submitted during late summer 2016, and the resulting new preferred scheme developed by the County Council reflects the operational dependency between the two junctions and provides enhanced capacity and safety improvements.
- 3.5 Subsequent to this the County Council has undertaken further scheme appraisal work to satisfy the requirements of the HE bid assessment process including traffic modelling, economic and cost/benefit appraisal and environmental assessments. The appraisal demonstrated the Scheme to have a 'very high' value for money.

- 3.6 In September 2017 the Executive Member for Environment and Transport delegated authority to the Director Economy, Transport and Environment to progress the design and development work for the Scheme including the progression of all necessary advance works. In July 2018 the Executive Member Policy and Resources approved the recommendation from the Executive Member Environment and Transport for authority to make a Compulsory Purchase Order for the land required to deliver the Scheme.
- 3.7 A review of the design identified several issues with regard to the proposed realignment of Whiteley Way on the approach to M27 Junction 9. Widening of the carriageway on the eastern side of Whiteley Way would require significant retaining structures and it was considered that the cost and resulting network delays of providing these would be prohibitive. The construction of the structures would require continuous lane closures for an extended period of time with significant additional delay to motorway and local traffic in an already heavily congested, traffic sensitive location and with likely added regional network implications and associated negative economic effects.
- 3.8 An alternative option for widening of the carriageway on the western side of Whiteley Way on the exit from the roundabout at M27 Junction 9 is now proposed. The realignment of proposed carriageway widening was reported to the Executive Member Environment and Transport at the decision day held on 5<sup>th</sup> June 2018.

#### 4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	2,005	9%	HE Growth & Housing	9,900
	Client Fee	342	1.5%	HE Congestion Relief	3,000
	Supervision	1,079	4.9%	Local Transport Plan	2,999
	Construction	18,804	84.6%	Developer contribution	6,175
				HE (other)	156
	Total	22,230	100%	Total	22,230

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	£31	0.027%
	Capital Charge	£2,139	1.337%

- 4.3 The estimated costs excluded free vehicle recovery on the motorway slip roads during the works. Following discussion with Highways England it is understood that Highways England and Hampshire County Council will work together to provide combined free vehicle recovery between the Hampshire County Council scheme and the Smart Motorways scheme which will provide significant efficiencies. Early negotiations with Highways England indicate that the costs are likely to be covered by the Smart Motorway scheme.
- 4.4 Additional costs for the diversion of statutory undertaker's infrastructure and night time working due to restrictions to minimise disruption have resulted in a net increase in forecast expenditure. However, significant changes have been made during detailed design to mitigate further potential cost increases including the removal of retaining structures and a reduced need for utility diversions.
- 4.5 Additional developer's contributions totalling £200,000 have already been secured for this scheme. The remaining £2.274m for implementation of the proposed improvements to the Scheme will be initially covered by Local Transport Plan funding, subject to confirmation of the County Council's Capital Programme, however alternative funding will be sought through future developer's contributions and other funding sources to offset a proportion of the additional Local Transport Plan contributions.

## **5. Programme**

- 5.1 To assist the programme of delivery enabling works including survey, site investigation and vegetation clearance took place between November 2017 and July 2018. A second phase of enabling works for additional vegetation clearance and utility diversions is programmed to commence in February 2019.
- 5.2 The commencement of main works is planned in summer 2019 with an estimated duration of 24 months for completion in the summer 2021.

## **6. Scheme Details**

- 6.1 The Scheme, including the amended alignment for carriageway widening on Whiteley Way is shown on the plan included at Appendix 1.
- 6.2 At Junction 9 the Scheme involves carriageway widening which will be undertaken to provide an additional lane on both motorway off-slip roads, the westbound on-slip road and the Whiteley Way approach, together with additional lanes on the northern and southern sections of the circulatory carriageway.
- 6.3 At Parkway South Roundabout, a new larger fully-signalised roundabout will be provided, with carriageway widening to provide additional traffic lanes on all approaches and the circulatory carriageway.



- 6.4 The Scheme has been designed to reduce traffic congestion, improve access for residents and businesses and support future development.
- 6.5 The proposed highway improvements support the dual strategy for improving access to Whiteley and improving traffic flows on the M27 and are judged critical for ensuring the success of wider associated investments including the £14million being invested by the Solent Local Enterprise Partnership to widen the northern section of Whiteley Way and the £244 million being invested by Highways England for the M27 Smart Motorways Project. The Scheme supports the implementation of 3,500 new homes and three schools included in the 'North Whiteley' development, which will be predominantly accessed via Whiteley Way and M27 Junction 9, and also supports the associated regional strategy for 'Improving Access to Fareham and Gosport' which aims to improve access and journey time reliability to Hampshire's southern peninsula.
- 6.6 In order to minimise traffic disruption during the construction phase it is proposed that the existing number of traffic lanes on the road will be maintained during peak traffic times. Work that will require the closure of existing traffic lanes will be confined to off peak daytime and night time working where necessary.

## **7. Departures from Standards**

- 7.1 M27 Junction 9 slip roads cross sections. It is not considered feasible to upgrade cross sections on the motorway slip roads to provide full width hard shoulders due to land and cost constraints. It should be noted that the Smart Motorways scheme will also not be upgrading adjacent sections of carriageway on the motorway network to provide standard cross sections.
- 7.2 M27 Junction 9 segregated left turn lane geometry. The geometry for the segregated left turn lane is an existing issue and is not being changed by the improvements required for the Scheme.
- 7.3 M27 Junction 9 Roundabout eastern circulatory swept path. The vehicle swept path conflict is also an existing issue and is not being changed by the improvements required for the Scheme.
- 7.4 Departures from standard have already been discussed with Highways England and their consultants prior to review of the detailed design by Highways England. Hampshire County Council officers will continue to liaise with Highways England to confirm approval for all remaining departures from standard.
- 7.5 A stage 1 road safety audit has been completed and items identified were addressed through the detailed design process. Further safety audits will be undertaken to review detailed design and upon completion of the works.

## **8. Community Engagement**

- 8.1 In November 2017 a public exhibition regarding the proposals was held at the Solent Hotel, Whiteley. The exhibition displayed detailed information about the proposals for the Scheme.
- 8.2 Following the exhibition a public consultation was undertaken over a seven week period between 16 November 2017 and 4 January 2018. The consultation included information about planned transport improvements at M27 Junction 9 and Parkway South Roundabout.
- 8.3 The exhibition was attended by 376 visitors and 297 questionnaires were returned including 146 online responses.
- 8.4 The results from the consultation indicated a strong level of support for the Scheme, with 76% of respondents supporting the proposals to improve the M27 Junction 9 and Parkway South Roundabout.
- 8.5 The public consultation highlighted that there is support for elements of the Scheme regarding traffic capacity improvements but that many respondents would like to see improved facilities for pedestrians and cyclists included in the proposals.
- 8.6 At the time of writing Hampshire County Council has an outstanding bid with Highways England for pedestrian and cycle enhancements which would complement the Scheme. Should funding be approved, appropriate Project Appraisal arrangements will be put in place.
- 8.7 Council officers have attended the North Whiteley Development Forum and the Whiteley Business Forum to provide updates regarding scheme progress and further information regarding the proposed programme for commencement and duration of works.

## **9. Statutory Procedures**

- 9.1 An agreement under Section 6 of the Highways Act 1980 will be required to allow Hampshire County Council to carry out works on the motorway and trunk road network including the motorway slip roads. It is intended that the agreement will be signed following a review of the detailed design by Highways England. Approval to enter into a Section 6 agreement was previously delegated to the Director of Economy, Transport and Environment and the Head of Legal Services the by the Executive Member for Environment and Transport on 5 June 2018.
- 9.2 Areas of potential habitat have been identified that could support Hazel Dormice, which together with their habitat are protected by law. In order to widen the carriageway to provide the capacity improvements at M27 Junction 9, on Whiteley Way and at Parkway South Roundabout it is necessary to remove some vegetation for which a licence is required, and

has been obtained, from Natural England. Areas for mitigation planting were identified in the licence application to replace lost Dormouse habitat.

- 9.3 Approvals with regard to proposed drainage works are currently being sought. Discussions have already been held regarding Ordinary Water Course consents and with Southern Water.
- 9.4 Traffic Regulation Orders will be required for proposed waiting restrictions at Parkway South Roundabout to prevent parking at the roundabout following implementation of the Scheme.
- 9.5 Several trees which are planned to be removed adjacent to Whiteley Way are subject to Tree Preservation Orders (TPO). There have been ongoing discussions with officers from Winchester City Council regarding the removal of these trees and proposed mitigation.
- 9.6 Due to the proposed carriageway widening at M27 Junction 9, including the potential provision of pedestrian and cycle infrastructure, the stop line located at the traffic signals at the top of the off-slip roads from M27 Junction 9 will be amended. This may require detrunking of very short sections of carriageway at the top of the off-slip roads for amendments to the boundary between the trunk road network and the local highway authority network. There have been discussions with Highways England regarding this issue and this will be further progressed following review of the detailed design by Highways England. Authority to progress any necessary statutory procedures was previously delegated to the Director of Economy, Transport and Environment and the Head of Legal Services by the Executive Member for Environment and Transport on 5 June 2018.
- 9.7 No other statutory procedures are believed to be required to implement this scheme.

## **10. Land Requirements**

- 10.1 In order to construct the Scheme, third party land needs to be acquired or dedicated as public highway in the vicinity of the Parkway South Roundabout and M27 Junction 9. The ownership of parcels of HE land adjacent to M27 Junction 9 will also need to be transferred to the County Council.
- 10.2 Land interest plans which show land required to deliver the Scheme and form the basis for a Compulsory Purchase Order (CPO) were approved at the Executive Member for Policy and Resources Decision Day in July 2018. In July 2018 the Executive Member Policy and Resources also gave authority to progress any appropriate Orders, Notices or Statutory procedures and obtain any consents, rights or easements that are necessary for the Scheme, as did the Executive Member for Economy and Transport at the Decision Day on 5 June 2018.

10.3 Negotiations to acquire the necessary third party land by agreement are progressing well, however in order to ensure the delivery of the scheme in a timely manner, and in the event that negotiations to acquire all third party land by agreement are unsuccessful, it would be necessary to make and progress a CPO to secure the necessary land. Authority to progress this CPO if necessary has been provided as previously stated.

## **11. Maintenance Implications**

11.1 The proposals will generate increased maintenance pressures which have been calculated at £31k per annum and should be taken into account when setting future annual highway maintenance budgets.

11.2. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site.

## 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>	No
<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>	<u>Date</u>
Executive Member for Environment and Transport Decision Day – M27 Junction 9 and Parkway South Roundabout Scheme <a href="http://democracy.hants.gov.uk/s6299/Decision%20Record.pdf">http://democracy.hants.gov.uk/s6299/Decision%20Record.pdf</a>	19 Sept 2017
Executive Member for Policy and Resources Decision Day – Major Highways Scheme M27 junction 9 and Parkway South Roundabout, Whiteley – Land Purchase <a href="http://democracy.hants.gov.uk/documents/s7747/DECISION%20RECORD%202017-10-18%20DR%20EMPR%20Major%20Highway%20Scheme%20M27%20Junction%209%20and%20Parkway%20South%20Roundabout%20.pdf">http://democracy.hants.gov.uk/documents/s7747/DECISION%20RECORD%202017-10-18%20DR%20EMPR%20Major%20Highway%20Scheme%20M27%20Junction%209%20and%20Parkway%20South%20Roundabout%20.pdf</a>	18 Oct 2017
Executive Member for Environment and transport Decision Day – M27 Junction 9 and Parkway South Roundabout Scheme <a href="https://democracy.hants.gov.uk/documents/s19701/Item%201%20DR.pdf">https://democracy.hants.gov.uk/documents/s19701/Item%201%20DR.pdf</a>	5 June 2018
Executive Member for Policy and Resources Decision Day – Major Highway Scheme M27 junction 9 and Parkway South Roundabout, Whiteley – Land Purchase <a href="https://democracy.hants.gov.uk/documents/s21449/Decision%20Record.pdf">https://democracy.hants.gov.uk/documents/s21449/Decision%20Record.pdf</a>	24 July 2018

<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>
Highways Act 1980 <a href="http://www.legislation.gov.uk/ukpga/1980/66">http://www.legislation.gov.uk/ukpga/1980/66</a>	
Town and Country Planning Act 1990 <a href="http://www.legislation.gov.uk/ukpga/1990/8/contents">http://www.legislation.gov.uk/ukpga/1990/8/contents</a>	
The Town and Country Planning (General Permitted Development Order) (England) 2015 <a href="http://www.legislation.gov.uk/uksi/2015/596/contents/made">http://www.legislation.gov.uk/uksi/2015/596/contents/made</a>	

#### **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>
Project files	EII Court, 2 <sup>nd</sup> floor, Winchester
Project files	Engineering Consultancy, Capital House, Winchester



## **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:**

In the event that a CPO is required, the guidance published by the DCLG (Guidance on CPO process and The Crichel Down Rules for disposal of surplus land acquired by, or under the threat of compulsion) will be followed.

The scheme will have a positive impact for all motorists. The County Council believes that a very small number (under 20/day) of pedestrians currently choose to cross the roundabout and motorway slip road, where there are no crossing facilities provided. The County Council is not aware that any of this small number of individuals have protected characteristics.

The County Council is currently seeking funding from Highways England for a separate project to provide dedicated crossing facilities, but in the interim, the nature of the scheme will make this informal crossing point unacceptably hazardous for all, so in line with the recommendations of the safety assessment, pedestrian access will be prohibited for the safety of all drivers and pedestrians.

Consequently, whilst it is not thought that any of the few pedestrians who regularly cross here have protected characteristics, it is accepted that there may potentially be a low negative impact on people with restricted mobility, for example due to age or disability, on account of the length of the alternative route to the nearest safe crossing point.

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

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

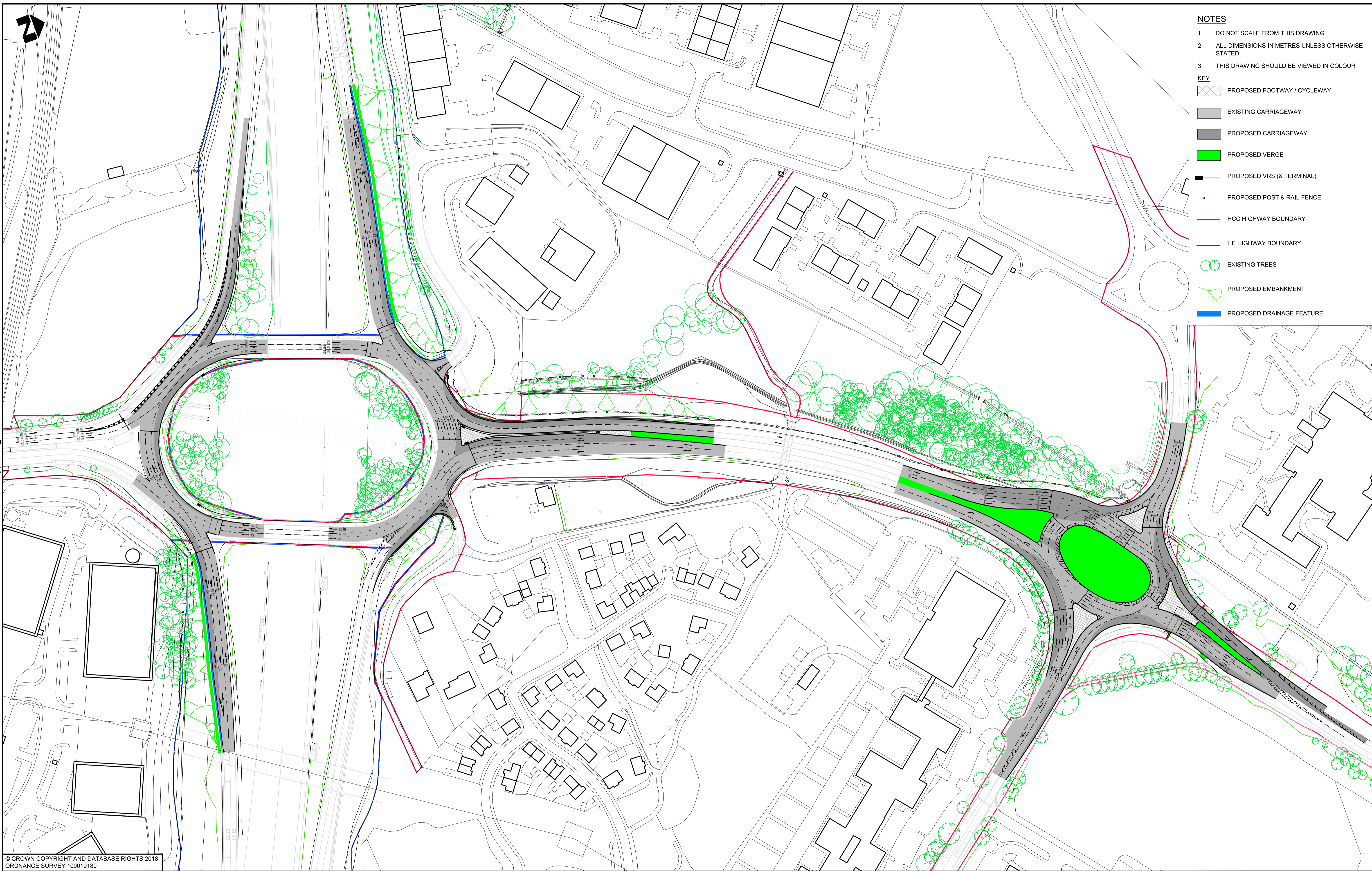
**3. Climate Change:**

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

The Environmental Impact Assessment Screening Assessment considers odour, air quality and climate change and concludes that the operational impact on air quality can be considered negligible. No additional mitigation measures are considered necessary for the operational phase.

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 includes carriageway surface and drainage works, making the highway more resilient.



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
  - THIS DRAWING SHOULD BE VIEWED IN COLOUR
- KEY**
- PROPOSED FOOTWAY / CYCLEWAY
  - EXISTING CARRIAGEWAY
  - PROPOSED CARRIAGEWAY
  - PROPOSED VERGE
  - PROPOSED VRS (& TERMINAL)
  - PROPOSED POST & RAIL FENCE
  - HCC HIGHWAY BOUNDARY
  - HE HIGHWAY BOUNDARY
  - EXISTING TREES
  - PROPOSED EMBANKMENT
  - PROPOSED DRAINAGE FEATURE

Page 19

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SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT

**HAMPSHIRE COUNTY COUNCIL**  
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
STRATEGIC TRANSPORT

CONSULTANT



**Hampshire**  
County Council



**ATKINS**  
Member of the SNC-Lavalin Group

DESIGNER IMS	SCALE @ A1 1:1100	SCHEME M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDBOUT	DRAWING TITLE GENERAL ARRANGEMENT, WHOLE SCHEME
CAD IMS	DATE 03.01.2018	JOB No. C.J008770.01	HCC CAD PLOT: 06/8/2018 15:01:26
CHECKED AMC <i>amc</i>	SHEET NUMBER 1 OF 1	DRAWING NUMBER CJ008770-ECH-HGN-44301679-DR-HE-0101	SUIT REV S0   P0.1
APPROVED JPR <i>jpe</i>			

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	Whitehill & Bordon Integration – Budds Lane
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Andrew Kettlewell

**Tel:** 01962 832276

**Email:** [andrew.kettlewell@hants.gov.uk](mailto:andrew.kettlewell@hants.gov.uk)

#### 1. Recommendations

- 1.1 That the Executive Member for Environment and Transport approve the Project Appraisal for Phase 1 of the Whitehill and Bordon Integration Project; namely the Budds Lane Scheme, as outlined in this report, and notes the outcome of the public consultation.
- 1.2 That subject to all necessary land interests being acquired and funding being secured, approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement or facilitate the implementation of the proposed improvements in the Budds Lane Scheme, as set out in this report, at an estimated cost of £3.4million to be funded from EM3 LEP.
- 1.3 That authority is given to enter into a Funding Agreement with the Enterprise M3 Local Enterprise Partnership, in consultation with the Head of Legal Services, to secure £3.4 million for the delivery of the Budds Lane Scheme
- 1.4 That authority to make the arrangements to implement the Budds Lane Scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
- 1.5 That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Budds Lane Scheme to be implemented.



Figure 1 – Location Plan

- 3.2 A refresh of the Whitehill & Bordon Transport Strategy (March 2017) acknowledged that Budds Lane is now of critical importance as the Mill Chase Academy (MCA) is being relocated from Chalet Hill to Budds Lane and the routing strategy for the new Town Centre also requires access from Budds Lane.
- 3.3 A decision was taken by Whitehill & Bordon Transport Strategy Board to re-consult with the public due to the time lag that had passed since the previous consultation on principles and because new areas have been added into the scope of the project.
- 3.4 Public consultation on the Whitehill & Bordon Integration Project was subsequently undertaken between 13 July and 9 September 2018. Preferred options (feasibility design stage) for Budds Lane/Arrival Square/Northern Gateway/Southern Gateway were presented at the public consultation.
- 3.5 The event was promoted by the following means;
  - Letter drop to homes and businesses fronting onto the affected roads;
  - Press release in the Bordon Herald;
  - HCC website, and social media outlets (Facebook and Twitter);
  - EHDC Whitehill & Bordon Website;
  - Whitehill Town Council; and
  - WBRC email database (Facebook).
- 3.6 Three staffed public exhibitions were held at the beginning of the consultation period. Public attendance was recorded and is provided in brackets next to the respective venue;
  - Friday 13 July, Forest Community Centre 1200 – 1300 for Local Members, 13:00 – 19:00 for public (78)
  - Saturday 14 July, Mustangs Community Building 10:00 – 13:00 (41)
  - Monday 16 July, Forest Community Centre 13:00 – 17:00 (45)
- 3.7 The consultation material was left in situ at the Mustangs Community Building for a Street Party on 22 July. Booklets and information were also left at the Forest Centre and Bordon Library, and all the consultation material was available online throughout the duration of the consultation.
- 3.8 The consultation was covered in the Bordon Herald and targeted social media on Facebook and Twitter were also used. In total the targeted Facebook and Twitter Adverts were sent to over 10,000 account holders

within the GU35 0, GU35 5, GU35 8 and GU35 9, postcodes. The Facebook adverts generated 1,056 link clicks.

- 3.9 In total 214 responses were received to the consultation. The findings from the consultation were generally supportive of the proposals. Further details of the consultation response are provided in section 5 of this report where there is a link to the full consultation report.
- 3.10 In principle the consultation showed that there was general support for the Budds Lane Scheme. It was also highlighted that the Budds Lane Scheme will run concurrently with the construction of the new MCA.
- 3.11 To meet the school opening deadline (September 2019), it was considered that priority should be given to providing safe access to the new MCA for children and this could be achieved by implementing the Budds Lane Scheme, which is;
- Widening of Budds Lane northern footway between the junctions with the A325 and Oakhanger Road, to provide a shared use footway & cycleway;
  - Construction of a new roundabout junction for Mill Chase Academy (egress) / Budds Lane / Whitehill & Bordon Enterprise Park;
  - Informal pedestrian crossing points and a zebra crossing outside the pedestrian and cycle access points into MCA respectively;
  - Zebra crossing point outside Mustangs Community Building / Bordon Infant and Junior Schools;
  - Construction of a mini roundabout with associated tiger crossing points over A325 around Budds Lane junction;
  - Street lighting;
  - Drainage works;
  - Statutory Utility diversions necessary for the Budds Lane Scheme works; and
  - Traffic regulation orders associated with the scheme.

#### 4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	373	11	EM3 LEP (GGGL)*	2690
	Client Fee	179	5	EM3 LEP (Integration)*	717
	Supervision	62	2		
	Construction	2729	80		
	Land	64	2		
	<b>Total</b>	<b>3407</b>	<b>100</b>	<b>Total</b>	<b>3407</b>

\* The scheme will be funded by the EM3 LEP. A funding agreement for the LEP Green Grid Green Loop (GGGL) grant between HCC and EM3 LEP is currently



being agreed and it is expected that this agreement could be in place in early 2019, subject to approval of this report. Broadly the funding agreement includes:

- The LEP grant fund the £3.14m directly to HCC for the delivery of the GGGL project (as scoped in the GGGL bid). HCC to be fully accountable to the LEP for all delivery and reporting.
- A proportion of the LEP W&B Integration funding allocated to the Budds Lane project will be moved to the LEP GGGL funding grant so HCC reports on one funding grant rather than two.

The funding agreement includes funding for the Budds Lane scheme as described in this paper, but also other works which will be developed as separate projects. It is more appropriate that some of these works are delivered by East Hampshire District Council, therefore a partnership agreement between HCC and EHDC is currently being finalised. The scope of the work involved in the partnership is estimated to be up to £200k (final figure to be confirmed and transferred to EHDC) and includes:

- Stakeholder management
- Support links between developers to ensure the green grid and loop is consistent across the whole town
- Community Engagement
- Support link with Xchange and Community Trust
- Healthy town initiatives – projects to be worked up further but to include initiatives to encourage increase walking and cycling
- To link with town wide retrofit programme – including green space, links with Future Skills Centre, way finding

4.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	6	0.005%
	Capital Charges (Depreciation and notional interest charges)	328	0.205%

## **5. Consultation**

- 5.1 A public consultation on the Whitehill & Bordon Integration Project was undertaken between 13 July and 9 September 2018 and a total of 214 responses were received. A full analysis and response to consultation (which includes an analysis of the comments made) is provided in this link: <http://documents.hants.gov.uk/transport/transportschemes/WhitehillandBordonIntegrationconsultationSeptember2018report.pdf> . The response relating to the general principles of the Integration Project and the Budds Lane Scheme is summarised in the following paragraphs.
- 5.2 Overall the consultation demonstrated a high level of support (over 80%) for;
- Making the town safer and more attractive to walk and cycle around;
  - Making it easier to cross the main roads by foot or by bicycle; and
  - Encouraging through traffic to use the relief road.
- 5.3 The most popular aspect of the Budds Lane Scheme proposals was the introduction of safer crossing points with greater priority assigned to pedestrians and cyclists (78% in support). In addition, 74% supported the introduction of the shared use path on the northern side of the carriageway compared to only 53% who supported widening the pavements for pedestrian use only.
- 5.4 One aspect of the Budds Lane and Arrival Square proposals are the conversion of Budds Lane and the Chalet Hill junctions with A325 to mini-roundabouts. 62% of respondents supported these changes.

## **6. Equalities**

- 6.1 In the context of the Equalities Impact Assessment, the main object of the scheme is to transform Budds Lane into a route which will enable and encourage local residents to walk or use their bicycles. This will also enable the Town Centre to become more attractive and accessible for all who live, work and shop there. These measures will help support behavioural change through travel planning with respect to school journeys for parents and children attending schools along Budds Lane. A full Equality Statement for the Budds Lane Scheme is provided in Appendix B.
- 6.2 The scheme will provide a lit shared bicycle/pedestrian footpath along Budds Lane. Associated pedestrian crossings are also included. Therefore, the Budds Lane Scheme is considered to have a positive impact in the age and disability aspects.

## **7. Other Key Issues**

- 7.1 The Divisional County Councillor (Adam Carew) supports the Budds Lane Scheme, but his preference is that off carriageway cycle routes are segregated rather than shared with pedestrians. A shared pedestrian cycle

route has been proposed in the Budds Lane Scheme due to the expected high flow of children and parents accessing the schools. Segregating this section of route would not provide sufficient width for pedestrians during these times. Where cycle routes are proposed in other sections of the wider Whitehill & Bordon Integration project, opportunities for segregated routes will be considered.

- 7.2 The delivery of MCA is associated with the Budds Lane Scheme. The current programme for the MCA is for the construction works to be complete at the end of July 2019, with the school opening at the start of September 2019. Regular liaison between the relevant County Council project management teams for the MCA and Budds Lane Scheme is in place to coordinate the two projects.
- 7.3 Wider development works are ongoing by the Whitehill & Bordon Regeneration Company (WBRC) which include statutory utility works on Budds Lane. Regular liaison between WBRC and HCC is in place to coordinate works and help ensure the Budds Lane Scheme is not disrupted by development works.
- 7.4 The Budds Lane Hampshire County Council project management team also intends to liaise with WBRC and Bordon Infant & Junior schools regarding access arrangements during construction.

## 8. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	Jan 2019	April 2019	September 2019 / March 2020*	September 2020

\* all works essential to the MCA opening will be completed before the start of school term in September 2019. Other works may continue into March 2020.

## 9. Scheme Details

- 9.1 Budds Lane is a straight road connecting the existing A325, Camp Road to the east with a give-way junction onto Oakhanger Road to the west. The road is approximately 900m in length with a steady longitudinal fall from east to west. The existing speed limit is 30mph with a section of 40mph from Mill Chase to Oakhanger Road junction.
- 9.2 The proposed scheme entails constructing a 3 metre wide (where possible) shared use footway to the northern side of Budds Lane (minimum requirement needed to fulfil the MCA planning conditions). The installation of

two mini roundabouts is proposed, located at the entrance to Bordon Enterprise Park opposite Mill Chase Academy and Budds Lane/A325. Two new zebra crossings are included in the scheme within Budds Lane to facilitate the Mill Chase and Bordon Infant School. A Tiger crossing facility at the mini roundabout on Budds Lane / A325 is proposed to provide a safe crossing location on the A325. Layout plans for the proposed scheme are shown in Appendix C.

9.3 Due to the condition of the carriageway, works at the Budds Lane/A325 junction will include a section of full road reconstruction. The scheme also includes street lighting works along the whole length of Budds Lane and localised drainage works.

9.4 The Scheme has been subject to an independent RSA process.

## **10. Departures from Standards**

10.1 A departure from standards has been approved for a 'reduced visibility splay at Budds Lane/A325 roundabout (southbound traffic)'.

## **11. Statutory Procedures**

11.1 As a result of on-going construction works on both sides of Budds Lane (particularly alongside the north-western length), the character of the road is changing significantly. Therefore, Traffic Regulation Orders (TRO) for a speed limit of 30mph and installation of double yellow lines along Budds Lane are included in the Budds Lane Scheme.

11.2 Lowering the speed limit at the north-western end of Budds Lane from 40mph to 30mph would, from a technical point of view, be appropriate as this would provide a consistent speed limit in the vicinity of Bordon Junior School, Bordon Infant School and the 'new' developed area including the potentially busy area around the MCA.

11.3 Other Statutory Procedures include:

- **Parking Controls.** A combination of enforceable School Keep Clear markings and yellow lining is proposed adjacent to junctions, accesses and crossing points in the vicinity of the new secondary school. As per current policy, the controls are proposed for safety-related reasons to deter parked vehicles from obscuring visibility and/or hindering manoeuvrability;
- **TRO Process.** As a minimum, formal consultations would initially be carried out with the local County Councillor (Adam Carew) and the Police followed by formal public advertisement of the proposals. It would also be necessary to advertise proposals for zebra crossings; and
- **Temporary TROs** for various carriageway closures and temporary traffic signals for the construction works will be required and are currently

being prepared. This process will be managed to ensure that it will be made valid before the work on site takes place.

11.4 With respect to the safety record of Budds Lane, in reference to the County Council's 2016 Traffic Management policy, the most recent five-year injury accident record in the Budds Lane area shows four accidents. Two of these accidents occurred adjacent to the Oakhanger Road/Station Road junction, one occurred at the High Street/Camp Road junction and one occurred within the north-western length of Budds Lane. This level of safety record in isolation would not usually justify TROs but given the level of development and associated change in character along Budds Lane, TROs are included in the Scheme.

## **12. Land requirements**

12.1 Hampshire County Council (Legal Team) has engaged with WBRC/Ministry of Defence (MoD) in relation to carrying out the work at the junction of Budds Lane and Lamerton Road on a small section where the land belongs to the MoD. A deed of dedication is being sought in order to enable the proposed highway works to be carried out. There are also three other small areas along Budds Lane where a legal arrangement with WBRC (acting for the MoD) will have to be sought.

12.2 This process is currently ongoing and is considered low/medium risk. It is programmed that these agreements will be in place for the construction to take place. Should land arrangements not be in place before works start then the scheme can still proceed, therefore the land arrangements are considered desirable rather than essential.

## **13. Ecology**

13.1 An Ecological Appraisal for the Budds Lane Scheme has been completed. The assessment identified the site as having moderate potential to support two protected species during the programmed construction phase:

- Birds. An examination of the affected areas must be carried out before clearance starts. If occupied nests are present then work should stop in that area and a suitable stand-off maintained. Clearance can only recommence once the nest becomes unoccupied of its own accord; and
- Bats. The impacts on foraging/commuting bats are considered low. Therefore, it is advised that no development works take place in the hours of darkness and under artificial lighting.

## **14. Maintenance Implications**

- 14.1 The Asset Management Team has been consulted on the proposals and the design amended to reflect the comments received. The scheme details outlined in this paper are provisionally supported by the Asset Management Team.
- 14.2 The Budds Lane Scheme will have an impact on future years' maintenance budgets and this is estimated to be £6,076 pa.

## **15. Next Steps**

- 15.1 The Budds Lane Scheme is the first phase of the Whitehill & Bordon Integration Programme of works. The programme will be delivered by a range of partner organisations including Hampshire County Council, East Hampshire District Council and developers (through Section 278 agreements).
- 15.2 Further phases of work are being planned over the next three years. Phase two will be the A325 Arrival Square directly outside the new town centre and further work on Budds Lane on the development side of the highway (southern side). Note the further work on Budds Lane is separate to the scheme presented in this paper. Phase three will involve the provision of an off-carriageway cycle route along the current A325 over the length of the town as proposed in the Summer 2018 consultation.

**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>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Project Appraisal – CMS2318 Whitehill & Bordon Relief Road Phase 1	20 Jan 2015
Project Appraisal – CMS2319 Whitehill & Bordon Relief Road Phase 2	31 Mar 2016
<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:**

This part of the scheme is to provide enhanced pedestrian/bicycle paths. This will also involve dropping some of the existing kerbs to allow for easier crossing across adjoining roads. The associated pedestrian crossings will enable a safer way of crossing the carriageway for all, including those with reduced mobility due to age or disability.

The above-mentioned pedestrian crossings will also include tactile paving which will provide an additional safety measure for visually impaired users.

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

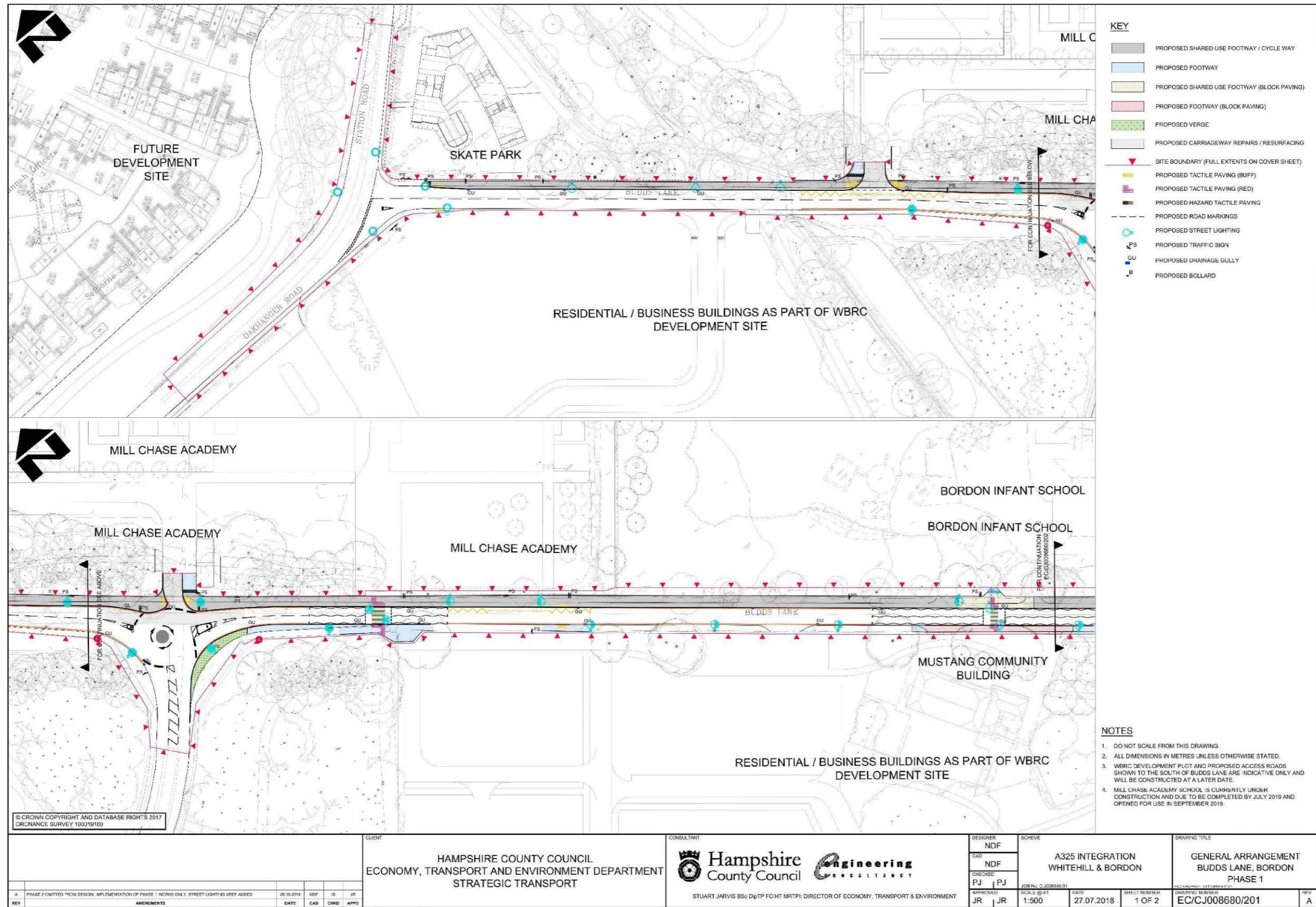
- 2.1 Positive due to proposed street lighting along Budds Lane.

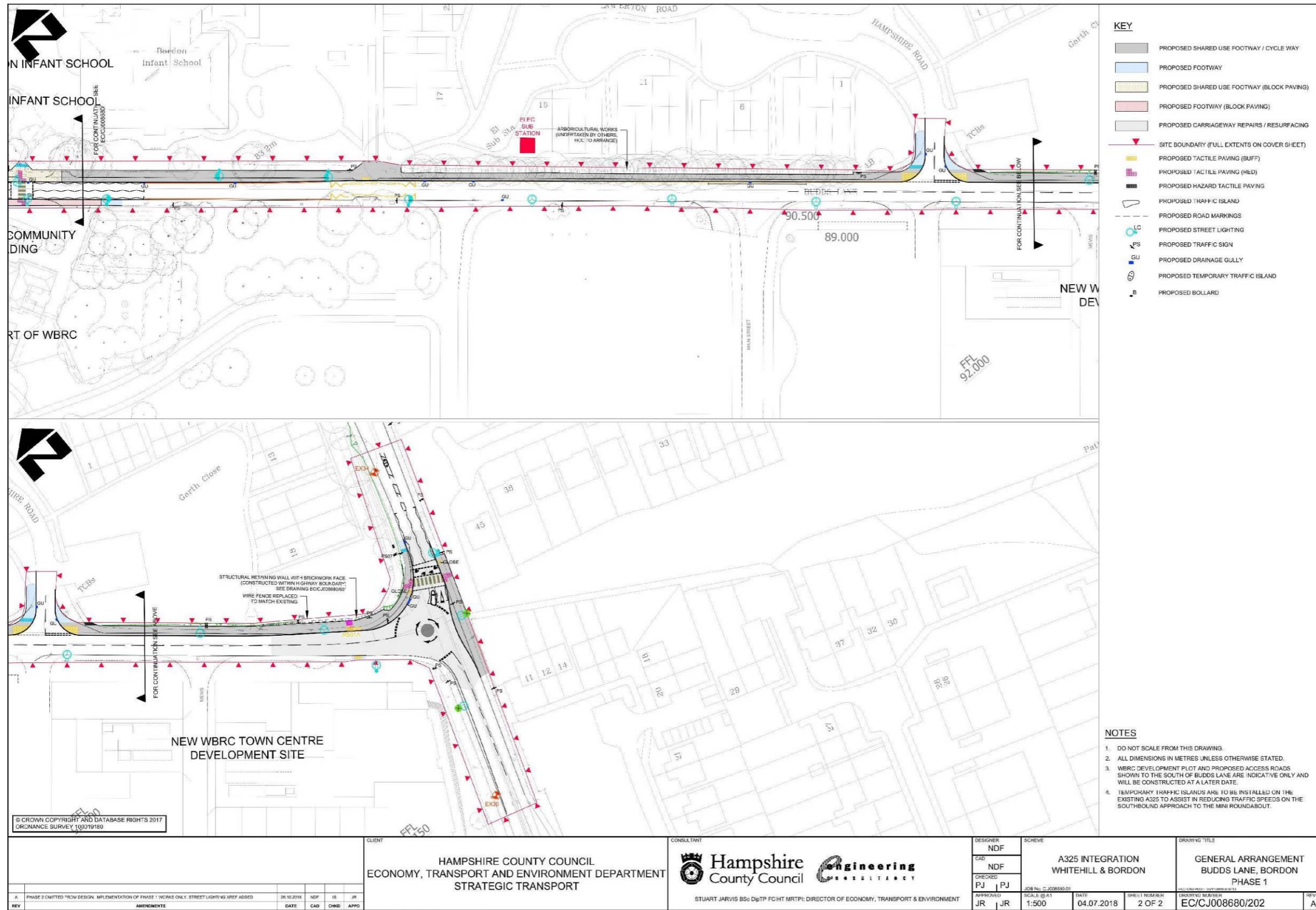
### **3. Climate Change:**

- (a) How does what is being proposed impact on our carbon footprint / energy consumption? Neutral.
- (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 includes carriageway surface and drainage works, making the highway more resilient.



Layout Plans





## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	Project Appraisal for the Replacement of A35 Holmsley Rail Bridge, New Forest
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Brian Hill

**Tel:** 01962 846905

**Email:** brian.hill@hants.gov.uk

#### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approve the Project Appraisal for replacement of A35 Holmsley Rail Bridge in the New Forest, as outlined in the supporting report, subject to the conclusion of the required land processes.
- 1.2. That authority be delegated to the Director of Economy Transport and Environment (in consultation with the Head of Legal Services) to progress any appropriate Orders, Notices or Statutory Procedures and obtain any consents, rights, permissions or easements that are necessary to enable implementation of the proposed replacement of the A35 Holmsley Rail Bridge and associated highway improvements.
- 1.3. That approval be given to procure and spend and enter into the necessary contractual arrangements to implement the proposed replacement of A35 Holmsley Rail Bridge and highway improvements, as set out in the supporting report, at an estimated cost of £5.5million to be funded from the Structures Capital Maintenance budget.
- 1.4. 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 to replace Holmsley Rail Bridge on the A35 in the New Forest at an estimated cost of £5.5million. The scheme involves construction of a new single span bridge alongside the existing bridge, removal of the old steel bridge and improvements to the road layout either side of the bridge.

### 3. Contextual information

- 3.1. Holmsley Rail Bridge carries the A35 Lyndhurst to Christchurch road over the C10 Burley to Sway/Brockenhurst road (see attached maps). It is adjacent to the former Holmsley Railway Station, which is now a tea rooms and restaurant.
- 3.2. The original bridge, a brick arch constructed around 1847, was built to carry the road over the Brockenhurst to Ringwood railway. This bridge was replaced in 1908 with the present three span 25m steel structure (see attached photographs). The railway originally passed through the central span and a path, which remains, passed through the northern span. In 1964 the railway below was closed and a few years later replaced with the C10 Station Road on the same alignment.
- 3.3. When the road below was constructed ownership of the track-bed was transferred from the railway company to Hampshire County Council. However, ownership of the bridge was retained by the railway, even though the bridge carried a public highway over a public highway. The bridge was finally transferred to the County Council in 2012.
- 3.4. Because of the age of the bridge and its form of construction its general condition has been steadily deteriorating over the years, primarily due to corrosion of the steel plates and rivets although there is also evidence of settlement of one of the abutments. At various times, the County Council has assessed the structure, to ensure that it can continue to support the required traffic loadings, despite its deteriorating condition.
- 3.5. In August 2018 props were installed in some areas under the bridge to keep it functional until it could be replaced. These measures have ensured the A35 is kept unrestricted but are not a permanent solution.

### 4. Finance

- 4.1. Funds have been built up specifically for this replacement scheme from the Bridge's Capital Maintenance budget over several years and full funding is now in place.
- 4.2. The works will be tendered via the existing GEN3-2 Framework.

4.3. <u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	579	10.5	County Council Structural Maintenance Funding	5,500*
Client Fee	82	1.5		
Supervision	129	2.4		
Construction	4,710	85.6		
Total	<u>5,500</u>	<u>100</u>	Total	<u>5,500</u>

*\*Includes £3.5m of one-off funding from the County Council for identified capital priorities as agreed by Cabinet and County Council in February 2018*

<u>Revenue implications</u>	<u>£'000</u>	<u>% Variation to Committee's</u>
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Net increase in current expenditure	2.0	0.000%
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The existing bridge currently has quarterly monitoring inspections and would require further propping and repairs at an approximate annual cost of £120k if not replaced. There will be a significant reduction in annual maintenance costs by providing the new bridge which has been designed as an integral structure meaning that there will be no joints or bearings to maintain, therefore reducing the ongoing maintenance liability.

#### Capital

Increase in Current expenditure	0.0	0.000%
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Capital charges	529	0.331%
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## **5. Programme**

- 5.1. It is anticipated that service diversions and ecological clearance work will commence in autumn 2019 with the main works starting in early 2020.
- 5.2. The contract is expected to be of 40 weeks duration. A detailed programme will be prepared by the successful tenderer.
- 5.3. Traffic management in the form of full closures and lane closures on the A35 may be required for some operations, these will be minimised as far as possible. The road below the bridge, the C10, will be temporarily closed while new piled foundations and deck are installed and when the existing structure is demolished.

## **6. Departures from Standard**

- 6.1. The proposed bridge soffit level will match the existing bridge soffit level and thus the existing substandard headroom will remain. This is not seen to create major issues in vehicle movements as there are several bridges in the area with limiting headroom, width or weight. Keeping with the existing headroom avoids increasing costs, works duration and further impact on the environment.

6.2. The existing alignment of the A35 does not meet current standards. The proposed scheme provides improvement to both the vertical and horizontal alignment over 320m of the A35 which will improve safety for road users.

## **7. Stakeholder Engagement**

7.1. The Project Team have been working closely with the New Forest National Park Authority, Verderers, Natural England and Forestry Commission to find solutions which satisfy the varying needs of each of these parties whilst delivering scheme objectives.

7.2. Local Councillors, residents, and local businesses have all been contacted as part of the scheme development and this will continue during the construction phases.

7.3. The Communications Team will continue to release information via social media posts and direct to local papers and radio stations.

## **8. Land Requirements**

8.1. Land Registry searches confirmed that land adjacent to the bridge, except the areas deemed to be maintainable highway and owned by Hampshire County Council, is registered to the Secretary of State for Environment Food and Rural Affairs and is in the care of the Forestry Commission.

8.2. Exchange land for the land lost in constructing the new bridge and road is being offered to the Forestry Commission and this includes transferring ownership of the areas resulting from demolition of the existing bridge and road, together with areas along the A35 owned by Hampshire County Council. This exchange land is still subject to agreement and statutory processes will need to be followed to give effect to this exchange, including those set out in the Highways Act 1980. Where licences are required, for instance for trial holes, utility diversions etc., these will be in place before entry on to land.

8.3. As this land all falls within the New Forest, the New Forest Act (1949) is applicable and the verderers' agreement is necessary for transfer of any land to the Highways Authority.

8.4. In addition to the land exchange requirements, there will also be a need to stop up some sections of already existing highway and accept dedications of highway rights over other parcels of land. The relevant statutory processes will need to be followed where applicable.

8.5. Several ecological surveys have been carried out and assessment reports prepared to determine impact and mitigation measures necessary to eliminate, where possible, or to reduce the negative impact of the works on the area. As part of this work an Environmental Impact Assessment (EIA) is being undertaken in accordance with the requirements of the New Forest National Parks Authority and Natural England.

## **9. Other Key Issues**

9.1. Because of its location within the New Forest National Park an extended period of consultation has taken place and Officers have worked closely with the National Parks Authority, Forestry Commission, Verderers and Natural England.

## **10. Future Direction**

10.1. If approved, work will commence in 2019 on service diversions and ecological clearance work in preparation for commencement of construction in 2020.

**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>	yes

**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

Archive and scheme working files

Engineering Consultancy  
SharePoint



## **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:**

It is considered that there will be no impact upon people with protected characteristics.

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

- 2.1. The scheme will have no impact upon rates of crime or disorder.

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

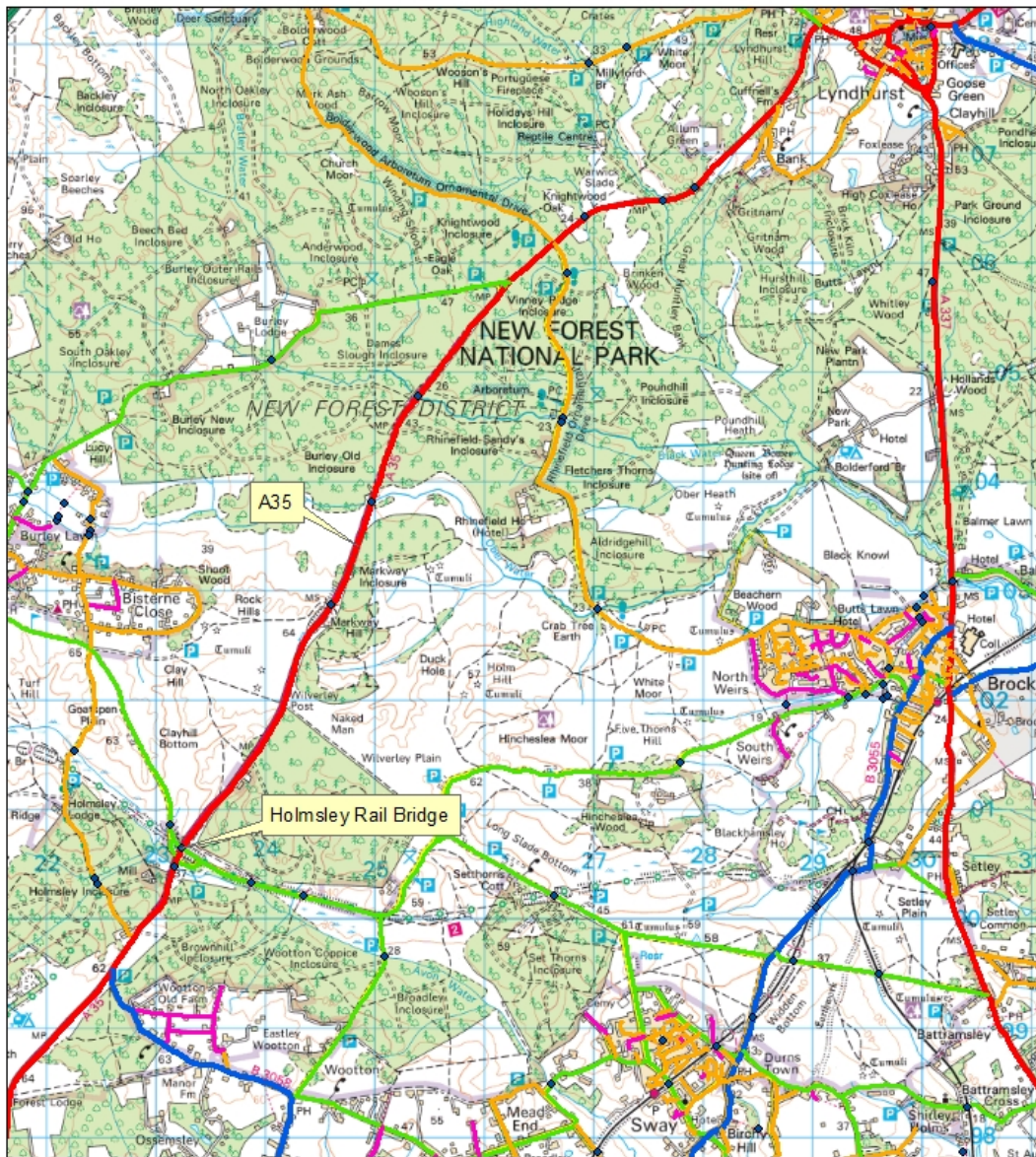
- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposed bridge is of single span concrete construction with no painting required and minimal maintenance; hence the carbon footprint and energy consumption will be reduced.

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

The new structure will be designed for 120-year life, reducing future maintenance needs.

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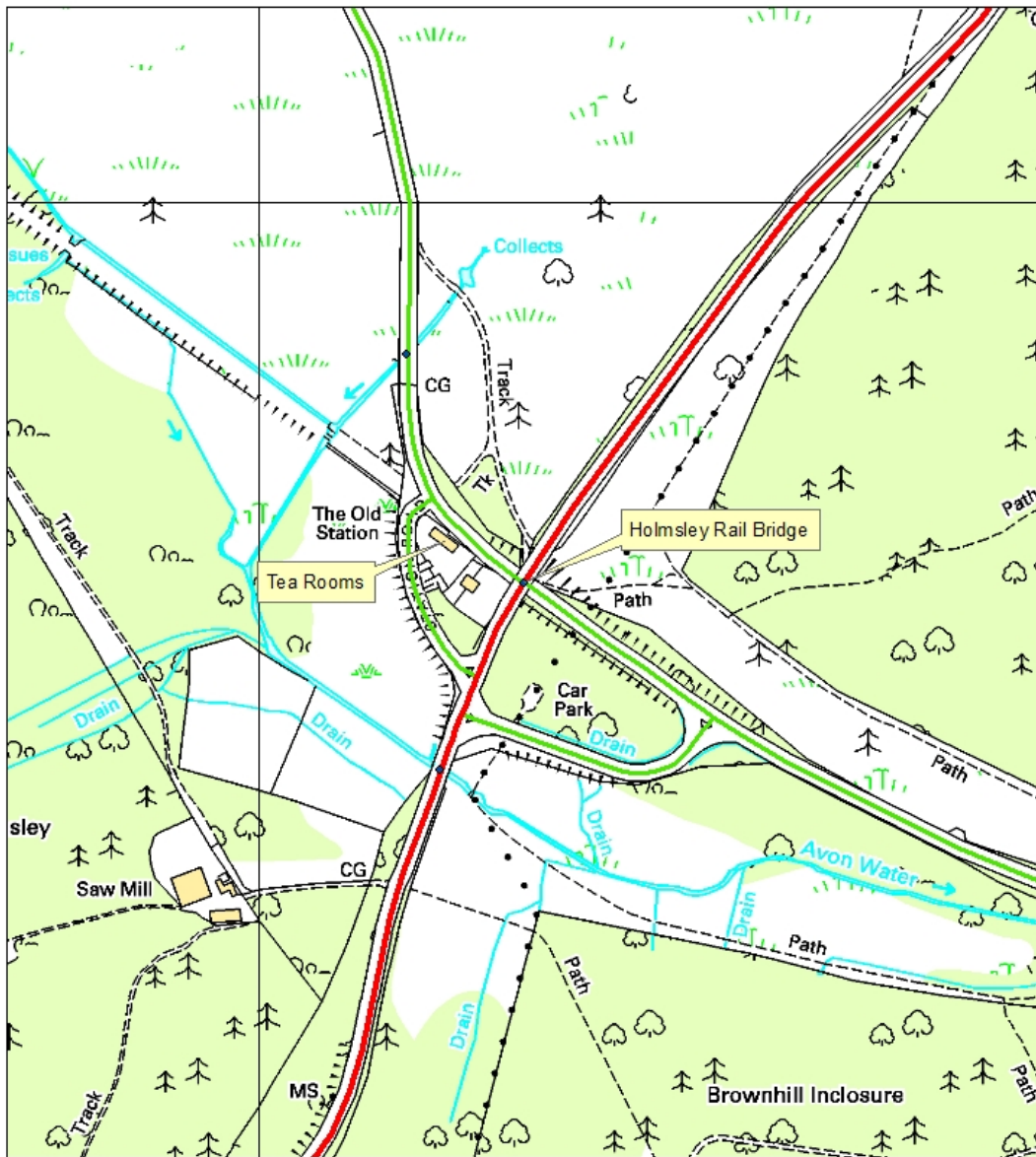
A35 Holmsley

Scale 1:50000



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Location of Holmsley Bridge.



A35 Holmsley

Scale 1:5000



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Elevation of existing three span steel bridge.



Typical advanced corrosion of members underneath the bridge.



Temporary propping.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	Concessionary Travel Scheme Contract
<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 the Executive Member for Environment and Transport gives authority to procure and spend up to the value of £1.5 million (for the maximum six year period), to be funded from the Concessionary Travel Scheme Budget and to enter into the necessary contractual arrangements (in consultation with the Head of Legal Services) to provide an Asset Management System/Host Operating Process System and a Customer Management System for the Hampshire Concessionary Travel Scheme (“the Scheme”), to commence on 1 October 2019 for an initial period of four years, with the option to extend for up to a further two years.
- 1.2. That the overall approach to procuring these services as set out in Section 4 of the report be agreed in principle and that the Director of Economy, Transport and Environment be given delegated authority to develop the detail in consultation with the Executive Member for Environment and Transport

### 2. Executive Summary

- 2.1. The purpose of this paper is to seek approval for a procurement process to award a new contract for an Asset Management System/Host Operators Processing System (AMS/HOPS) and a Customer Management System (CMS). Both systems are needed to support the County Council’s Concessionary Travel Scheme.

### 3. Contextual information

- 3.1. In April 2011 Hampshire County Council became the travel concessionary authority responsible for the English National Concessionary Travel Scheme in Hampshire.
- 3.2. As part of this transfer the County Council procured a CMS which provides a back office function for the scheme. This provides a means of recording the details of people who are receiving concessions under the scheme (bus passes and vouchers). The CMS supports the initial production of concessions, enables the replacement of lost/stolen cards and assists any annual renewals of

concessions which may be required. It also makes it possible to hot-list bus passes which enables bus ticket machines to reject bus passes which are no longer valid. The current contract for the CMS, which is held by Euclid, expires on 30 September 2019.

- 3.3. From 24 September 2012 it has been a legal requirement for Travel Concession Authorities (Hampshire County Council for the Hampshire Scheme) to ensure that they have access to another back office system (known as an AMS/HOPS). Prior to this date the government provided and funded a AMS/HOPS facility which offered this function for the Hampshire scheme. Travel Concession Authorities have subsequently been required to put their own arrangements in place and fund any costs associated with this themselves.
- 3.4. The AMS/HOPS is a core component in every ITSO (the national standards organisation for transport Smartcards) scheme, providing the pipeline through which all card information and data flows are managed. It stores all concessionary pass creation data, supports all transaction data (for example when a smartcard is used on a bus which has a smart reader, an electronic transaction is created and that data needs to be managed) and communicates with back office systems (AMS/HOPS) belonging to other schemes.
- 3.5. Most schemes employ a specialist provider to supply and manage their AMS/HOPS as it is a complex piece of software that requires ITSO certification linking to the ITSO security system, other schemes' AMS/HOPS, and all the devices in the local scheme, as well as any external local systems that process and manage data from the scheme. The current contract for the AMS-HOPS, is again held by Euclid and expires on 30 September 2019.
- 3.6. The current contracts for the CMS and the AMS/HOPS were awarded following the previous successful Local Transport Sustainable Fund bid through a joint procurement exercise with Southampton City Council and Portsmouth City Council.

#### **4. Procurement Process**

- 4.1. Frameworks exist nationally which can offer services to Concessionary Travel Schemes. As a first option the County Council will investigate the feasibility of purchasing the CMS and the AMS/HOPS from one of these existing frameworks. Subject to the terms of the framework meeting the specific requirements of the County Council, this may prove to be the most efficient method for the Council to purchase these services.
- 4.2. If no suitable framework can be identified to purchase against then the County Council will undertake its own procurement exercise in order to purchase the required CMS and AMS/HOPS services.
- 4.3. In order to award contracts for the CMS and AMS/HOPS it is proposed that the Executive Member for Transport and Environment give authority to procure and spend up to a value of £1.5 million (for the maximum six year period) to enter into a four year contract from 1 October 2019, with an option to extend for up to a further two years, for the provision of a CMS and an AMS/HOPS. The cost of these contracts will be met from the Concessionary Travel Scheme Budget.



4.4. It is proposed that the overall approach to procuring these services be agreed in principle and the Director of Economy, Transport and Environment be given delegated authority to develop the detail in consultation with the Executive Member for Environment and Transport. This should include building flexibility into the specification and contract award to allow the successful contractor to respond to ongoing developments and any future delivery requirements of the scheme.

## **5. Conclusion**

5.1. In order to operate the scheme and comply with the legal requirements of Travel Concession Authorities (Hampshire County Council for the Hampshire Scheme), it is necessary for the County Council to be able to produce ITSO compliant smartcards. For this the council requires the use of both an Asset Management System/Host Operating Processing System (AMS/HOPS) and a Customer Service Management System (CMS).

5.2. This report seeks authority for a procurement exercise which will enable the County Council to purchase services for an Asset Management System/Host Operating Processing System (AMS/HOPS) and a Customer Service Management System (SMS) to support and enable the continued operation of the scheme.

**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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Contract Awards for a Host Operator or Processing (HOPS), Customer Management System (CMS), Card production and Operator Reimbursement for Concessionary Fares Reference 5164	<u>Date</u> 10 September 2013
<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 proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. As the proposal should not amend existing arrangements for service users, their ability to receive and use their travel concessions, there should be no impact upon people with protected characteristics. This is because the proposed procurement exercise is concerned with maintaining the ability of users to receive and use their concessions.

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

2.1. The existence of a smart ticketing option will make it easier to hot list travel concessions which are no longer valid or that are being used inappropriately. This will help to prevent fraudulent use by unauthorised users of the scheme.

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

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

The travel concessions encourage the use of public transport and so reduce the need for individual journeys.

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

The proposals support the provision of alternatives to the car, thereby contributing towards the increasing requirement for sustainable modes of transport.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	Farnborough Growth Package - Lynchford Road and Invincible Road Improvements
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** David Jowsey

**Tel:** 01962 846089

**Email:** david.jowsey@hants.gov.uk

#### 1. Recommendations

- 1.1. That the preferred Lynchford Road scheme (as detailed in Appendix 1) (*“the Scheme”*) be approved, following the public consultation and that the responses to the consultation be noted.
- 1.2. That a design review of the proposed pedestrian crossing outside Wavell School be carried out before later improvements on the St Albans Roundabout to Queens Roundabout section of Lynchford Road are implemented.
- 1.3. That authority be delegated to the Director of Economy, Transport and Environment to progress all design, development and business case work necessary for the Scheme and enable the completion of detailed design on the section from the A331 roundabout to and including St Alban’s roundabout (*“Phase One”*) including engagement with Rushmoor Borough Council and make minor amendments to accommodate responses following the engagement exercise if necessary.
- 1.4. That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress appropriate orders, notices or statutory procedures and secure any consents, permissions, rights or easements necessary to enable the Scheme to be implemented and completed.
- 1.5. That authority is given to enter into a Funding Agreement with the Enterprise M3 Local Enterprise Partnership, in consultation with the Head of Legal Services, to secure the available £6.7 million for the delivery of Phase One of the Lynchford Road scheme and the Invincible Road Scheme (as previously approved by the Executive Member for Environment and Transport) to form part of the Farnborough Growth Package.
- 1.6. That the Executive Member for Environment and Transport recommends that the Executive Member for Policy and Resources provides authority to acquire all third party land interests in any land and any necessary rights required for or to enable the delivery of the Scheme by agreement.

## **2. Executive Summary**

- 2.1. The purpose of this paper is to identify the preferred scheme proposals for Lynchford Road to be taken forward for further development and delivery of a Phase One in the short term, as part of the Farnborough Growth Package. Phase One will be delivered using the funding that has been provisionally secured through the Enterprise M3 Local Enterprise Partnership's (EM3 LEPs) Local Growth Deal, in order to support economic and housing growth in Farnborough.
- 2.2. This follows a resolution at the EMET meeting on 13 March 2018 for the Farnborough Growth Package to prioritise improvements to Lynchford Road and Invincible Road. This report seeks authority to enter a funding agreement for the two schemes. The focus of this report is on the preferred scheme proposal for Lynchford Road in North Camp as this would receive the majority of the LEP funding. Design of the Invincible Road scheme is progressing and approval to deliver the scheme will be sought at the appropriate time.
- 2.3. The proposed improvements to Lynchford Road aim to deliver capacity improvements to address existing congestion and accommodate future growth in travel demand in the area. The proposals also aim to improve conditions for pedestrians and cyclists as well as enhancing the public realm within North Camp Village local centre.
- 2.4. The proposed Invincible Road improvements would provide a new access onto the A327 Elles Road from Invincible Road, in order to address significant congestion problems for traffic exiting from Invincible Road.
- 2.5. The EM3 LEP has provisionally allocated £6.7 million towards the Farnborough Growth Package, matched by £2.0 million of local contributions. This funding is not sufficient to deliver improvements along the whole length of Lynchford Road and a phased approach to delivery will be necessary. Therefore it is recommended the eastern section of Lynchford Road to St Albans roundabout (including public realm proposals in North Camp Village) should be improved first, based on consultation feedback and prioritising where the congestion can be best reduced. This section is referred to as Phase One.
- 2.6. This paper seeks to:
  - summarise the outcomes from the recent public and stakeholder consultation for the improvements proposals for Lynchford Road;
  - approve the preferred scheme layout for Lynchford Road;
  - give the authority to progress further design, development and business case work for the preferred scheme taking account of detailed comments made during the consultation;
  - make recommendations on a phased approach based on available funding;
  - secure the necessary authority to enter into a funding agreement with the EM3 LEP, subject to a favourable outcome from a Business Case submission;
  - secure authority for acquiring third party land interests, including from the Ministry of Defence to enable the road widening of Lynchford Road; and
  - provide an update on proposals for the prioritised scheme in Invincible Road.

### 3. Contextual information

- 3.1. Farnborough has been identified by the EM3 LEP as one of its four Growth Towns, where economic and housing growth will be focussed. Farnborough's economy has seen a significant increase in high value jobs in recent years, primarily based around the Airport and nearby Business Parks. Whilst Farnborough Airshow is of huge economic importance to the area, it is only a biennial event. However, the Farnborough International Exhibition and Conference Centre which opened in Spring 2018 provides a permanent facility for the Airport and for other exhibitions and conferences throughout the year. It is expected that the number of events held at the Exhibition and Conference Centre will increase over time.
- 3.2. In terms of housing, the latest Strategic Housing Market Assessment work has identified a requirement for 436 homes per annum to be provided in Rushmoor Borough Council's area. The committed Aldershot Urban Extension (3,850 homes) will provide over half of Rushmoor's housing need over the period of the emerging Local Plan to 2032, but other housing will be essential both in and around Farnborough.
- 3.3. The EM3 LEP has provisionally allocated £6.7 million of Local Growth Deal funding towards transport improvements in Farnborough to accommodate the increased travel demands associated with this planned economic and housing growth. This will be matched by £2.0 million of local resources.
- 3.4. In November 2017 approval was secured from the Executive Member for Environment and Transport to undertake a detailed public and stakeholder consultation on the Farnborough Growth Package. The consultation explained the need to invest in transport in Farnborough and presented a range of "in principle" transport interventions across Farnborough. On 13 March 2018 the Executive Member for Environment and Transport resolved to identify Lynchford Road and Invincible Road as priority schemes and in relation to Lynchford Road that further feasibility design work should be undertaken to identify a deliverable scheme, including engagement with the local community and consideration of the potential to mitigate air quality issues on the Blackwater Valley Relief Road.
- 3.5. Through 2018 further initial design work, including junction modelling, has been undertaken to identify a preferred scheme proposal for Lynchford Road, which was presented in the public and stakeholder consultation. This is illustrated in Appendix 1 and the key aspects of the Scheme are as follows.
  - Widening of Lynchford Road between Queens Roundabout and St Alban's Roundabout to two lanes eastbound and one lane westbound. The approach to Queens Roundabout and through the pedestrian crossing widened to two lanes to increase capacity through the pedestrian crossing.
  - Widening of the Lynchford Road and Alexandra Road approaches to St Alban's roundabout and the introduction of a new "jet-lane" for traffic turning from Lynchford Road to Queens Avenue. Introduction of new combined pedestrian and cyclist zebra crossing over Alexandra Road. Closure of the exit from St Alban's Roundabout into Old Lynchford Road to improve safety and increase capacity.
  - New entry access into Old Lynchford Road from Lynchford Road east of St Alban's Roundabout to provide access to the local centre and shops

- Closure of the access to Peabody Road car park from Old Lynchford Road which combined with changes at St Alban's roundabout will enable increased space for public realm and a widened cycle track through the local centre.
- Widening of Lynchford Road to four lanes between St Alban's roundabout and the A331 roundabout including limited widening onto MoD land adjacent to Lille Barracks.
- Creation of a continuous segregated cycle route between North Camp local centre and Old Lynchford/Gravel Road enabling a high quality dedicated cycle route along length of Lynchford Road either using quiet streets or segregated cycle way.

3.6. A number of other design options for Lynchford Road were considered within initial design work. These are summarised below.

Section	Alternative Options	Reason to discount	Preferred Option
Queens Rbt – St Alban's Rbt	2 lanes in each direction	Loss of parking on Old Lynchford Road and vegetation strip	2 lanes eastbound and 1 lane westbound
St Alban's Rbt	Signal controlled junction	Lower highway capacity and higher cost	Maintain roundabout with widened entries
St Alban's Rbt – A331	Various options that didn't encroach on MoD land	Either loss of parking near Morris Road, couldn't introduce cycleway or had to reduce number of lanes	2 lanes in each direction with new bi-directional cycle way. Parking retained

3.7. The consultation also introduced a couple of alternatives to the preferred design. Based on feedback from the public consultation neither of these alternatives will be progressed. These were:

- closing Old Lynchford Road at the junction with Southampton Street (near Holiday Inn) to reduce "rat-running" through residential streets and provide increased space for pedestrians and cyclists at the Wavell School crossing
- fully close the entry of Old Lynchford Road onto St. Albans roundabout to reduce traffic through the village centre/Camp Road and enhance public realm

3.8. The other prioritised Farnborough Growth Package scheme is Invincible Road, where a new access is proposed onto the A327 Elles Road, in order to address congestion issues at Invincible Road. In the 2017/18 Farnborough Growth Package consultation this proposal had considerable support (74% in favour vs 9% against)

3.9. Invincible Road serves an employment and retail close in Farnborough Town Centre. It is a cull-de-sac with access and egress via a roundabout at the end of Solatron Road. This roundabout also serves other important town centre retail car parks and during busy retail periods, significant congestion problems have occurred for traffic exiting from Invincible Road. In order to address these



problems, an additional egress from Invincible Road is proposed onto the A327 Elles Road. The proposals received significant levels of public support in the Farnborough Growth Package consultation.

- 3.10. Design work on this scheme is progressing well and a Project Appraisal will be brought forward for approval by the appropriate decision maker, once the design work is complete and all other relevant consents are secured. This paper seeks approval to enter into a Funding Agreement with the EM3 LEP to secure the funding to deliver this scheme. This is being brought forward alongside Lynchford Road, as both of these schemes are part of the Farnborough Growth Package.

#### **4. Finance**

- 4.1. The total provisional budget available for the Farnborough Growth Package is £8.7 million. The £6.7 million of LEP funding is subject to approval of a Business Case submission by the County Council. It is current programmed that this Business Case will be submitted in December 2018, with a decision in March 2019
- 4.2. This report seeks the necessary authority to enter into a Funding Agreement with the LEP for both Phase One of the Scheme and the Invincible Road Scheme.
- 4.3. At this stage, there is insufficient funding available to deliver all the proposed improvements in Lynchford Road and a phased approach to delivery will be necessary. This is outlined in more detail in Section 6 below. The County Council will endeavour to secure funding to deliver further phases of the scheme including through working with the LEP and Rushmoor Borough Council.

#### **5. Consultation and Equalities**

- 5.1. A detailed public and stakeholder consultation was undertaken on the preferred options for Lynchford Road between 1 October 2018 and 12 November 2018. Two drop-in exhibitions were held at the Holiday Inn on Lynchford Road on the 15 and 17 October, each attended by over 100 people, and the consultation material was also available at Rushmoor Borough Council offices and Farnborough Library. All consultation material was available for people to view online.
- 5.2. Online and paper questionnaires were available for people to comment on the proposals. A total of 334 responses have been received, 244 of these were completed online and 80 were completed on paper. In addition, a total of seven emails were received directly on the proposals.
- 5.3. A Consultation Report, which provides a detailed analysis of the consultation outcomes is available at this link: <http://documents.hants.gov.uk/transport-consultations/lynchford-road-consultation-findings-report.pdf> Key aspects of this are summarised below.
- 5.4. The majority of respondents live (65%) and/or shop (59%) in North Camp and visit 5 days a week or more (71%). The most common age groups of respondents were 45-54 and 35-44.

- 5.5. The main mode of transport in the area was by car with 90% of respondents using car for at least some of their journeys to and along Lynchford Road. A relatively high proportion of the respondents travel by foot (65%) or bicycle (29%) around Lynchford Road.
- 5.6. The response to the preferred option for Lynchford Road was mixed. While the majority of respondents either agreed with 'all aspects' or 'some aspects' (55%) the number of people who 'didn't agree with any aspects' (36%) was more than twice those that agreed with 'all aspects' (16%).
- 5.7. The most common reasons for only agreeing with some aspects or not agreeing at all were:
- substantial concern around widening the crossing outside Wavell School to two lanes in each direction and potential safety implications
  - general concern around road widening and the impact on air quality, vehicle speeds and noise
  - closure of access into Old Lynchford Road from St Alban's roundabout
  - concern around how close the proposed crossing at Alexandra Road is to St Alban's roundabout
  - a number of respondents felt congestion was only an issue for very short periods of peak hours
  - a number of respondents felt there should be two lanes in both directions between St Alban's and Queens roundabouts
- 5.8. Of the options considered in the consultation there was a strong opinion against both closing the access from Lynchford Road to Southampton Street and fully closing the exit from Old Lynchford Road onto St Alban's roundabout.
- 5.9. A large number of respondents did not agree with all aspects of the scheme due to concern over the additional options considered in the consultation, especially the potential closure of access to Southampton Street via Old Lynchford Road. This potential closure is not part of the preferred scheme recommended in this report.
- 5.10. In general respondents were more supportive of widening Lynchford Road in the eastern sections and considerably less supportive of widening adjacent to the school and pedestrian crossing.
- 5.11. In addition to the options under consideration, respondents were most against losing parking spaces between Morris Road and Old Lynchford Road, widening of Lynchford Road adjacent to the school and widening of Alexandra Road at the approach to St Alban's roundabout.
- 5.12. Respondents were most supportive of the two-lane cycle path, introduction of improved crossing facilities at Alexandra Road and the new public realm near Camp Road.
- 5.13. A minority (around 10%) of respondents strongly disagreed with all components of the preferred scheme.
- 5.14. Prior to the public consultation a variety of direct stakeholder engagement was undertaken including with Rushmoor Borough Council, Wavell School, Farnborough International Airport, North Camp Matters (local residents and business group) and North Camp Support Group set up to oppose road widening along Lynchford Road. Rushmoor Fire Brigade were notified of the

consultation and were generally supportive of the proposals but wanted to be notified of any impact on their operations.

- 5.15. North Camp Support Group and Wavell School are both opposed to the preferred scheme and have particular concerns around the road widening through the pedestrian crossing outside the school. As a result, both groups should be engaged with if the later stage of the preferred scheme (St Alban's roundabout to Queens Roundabouts) is developed to detailed design.
- 5.16. Respondents were asked what they would like to see happen in North Camp Village Centre where there is an opportunity to reallocate roadspace for other uses. The most popular suggestion was increased planting or green space (36%). A focal point for the village and increased car parking were both supported by 21% of respondents while civic/community space was the least supported (17%). Due to the variety of views the Council should engage with the local community to develop public realm proposals for Old Lynchford Road east of St Alban's roundabout.

## **6. Other Key Issues**

- 6.1. In order to implement the Scheme, there is a requirement to acquire land and dedicate third party land as highway.
- 6.2. The most important requirement is to obtain a strip of approximately 5 metres of operational Ministry of Defence land from Lille Barracks in Aldershot Garrison on the section of Lynchford Road between the A331 roundabout and Napier Gardens. The principal to acquire MoD land for highway improvements was obtained through an understanding between Hampshire County Council and the Ministry of Defence in April 2012 that the council would adopt Bourley Road, Aldershot. This set out the principal that MoD would offer land required for other highway improvement schemes to partly offset the additional costs to the Council from adopting Bourley Road.
- 6.3. Discussions are ongoing with the MoD and the County Council has commissioned specialist technical work to demonstrate that it is possible to acquire this land, without creating an unacceptable adverse impact on the Garrison. The County Council is optimistic that agreement can be secured with the MoD to acquire this land.
- 6.4. Non operational MoD owned land is also required along this section of the route to enable the proposed improvements to Lynchford Road be delivered.
- 6.5. MoD land would be acquired at nil cost to the Scheme according to the principals set out in the adoption of Bourley Road. Hampshire County Council would acquire the freehold interest in the land and this would be the subject of a separate Executive Member for Policy and Resources decision or delegated decision.
- 6.6. Based on the availability of funding it will be necessary to introduce improvements in a phased approach. It is recommended that the eastern section of the preferred option (St Albans roundabout to the A331 Roundabout) and public realm improvements to North Camp Village centre is implemented first. This section; Phase One, had the most support from the public consultation and is also the most congested so would have the greatest benefit in reducing congestion and supporting growth within Farnborough. It would also

enable improved conditions for cyclists as this section currently has the lowest quality facilities.

6.7. Due to the availability of funding, public consultation and input from key stakeholders detailed design and delivery of the section between St Alban's roundabout and Queens roundabout, including the pedestrian crossing outside Wavell School should be developed as a later phase. As part of the development of the later phase a design review of the proposed pedestrian crossing outside Wavell School should be undertaken. This should consider how to develop a solution that reduces local congestion to support economic and future employment growth in Farnborough, while also ensuring the safety of highway users and particularly pupils using the pedestrian crossing. Engagement should be undertaken with key stakeholders including Wavell School and North Camp Support Group when developing proposals for this section of Lynchford Road.

6.8. The County Council is undertaking preliminary work to identify the potential environmental impacts of the scheme, including consideration of air quality, noise, traffic, ecological and landscape issues.

6.9. Preliminary EIA screening work, in line with the current stage of scheme development, has been undertaken. The key outputs were:

The scheme does not fall under Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, for which an EIA is mandatory

It does fall under Schedule 2, for which EIA screening is necessary to determine whether a full EIA is required

We are recommended to submit a request for a formal screening opinion to the Local Planning Authority (in this case Hampshire County Council as it is a highway scheme) under regulation 6 of the EIA regulations to determine whether the project requires an EIA

6.10. We are in the process of undertaking the EIA screening by identifying any potential significant environmental impacts of the scheme, including consideration of air quality, noise, traffic, ecological and landscape issues. This will determine whether a full Environmental Impact Assessment will be required.

6.11. If the determination is that an EIA is required then permitted development rights are withdrawn and a planning application must be submitted and accompanied by an Environmental Statement. If the determination is 'no EIA required' then some non statutory environmental assessment studies may still be required to evaluate the impacts of the scheme and establish the requirement for appropriate mitigation.

## **7. Future direction**

7.1. This paper seeks the necessary authority to progress design and business case development of the Lynchford Road and North Camp preferred scheme.

7.2. This paper seeks the necessary authority to progress detailed design for Phase One of the Scheme.

**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/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>Bourley Road, Aldershot – Adoption</u>	<u>3 April 2012</u>
<u>Farnborough Growth Package and Blackwater Valley Gold Grid</u>	<u>13 March 2018</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 improvements to Lynchford Road aim to deliver capacity improvements to address existing congestion and accommodate future growth in travel demand in the area. The proposals also aim to improve conditions for pedestrians and cyclists as well as enhancing the public realm within North Camp Village centre.

This decision to approve the preferred scheme will have a neutral impact on residents with protected characteristics, and as the scheme progresses to the detailed design stage, a project appraisal will be brought forward which will include an equalities impact assessment of the implementation of the Scheme.

At this stage, it is considered that the Scheme as currently set out would have a positive impact on people with reduced mobility due to age or disability by providing improved pedestrian crossing facilities at a variety of locations.

A design review of the proposed pedestrian crossing outside Wavell School will be carried out before approval is sought to implement later improvements on the St Albans Roundabout to Queens Roundabout section of Lynchford Road, which will also include consideration of equalities impacts.

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

2.1. No significant impacts identified.

**3. Climate Change:**

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

Traffic growth associated with new development in Farnborough has the potential to increase carbon emissions until the advance of new technology reducing direct carbon emissions from vehicles. The scheme aims to improve accessibility for low carbon modes – public transport, walking and cycling while reducing congestion which will have a beneficial impact on carbon emissions.

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

The decision to approve the preferred scheme is procedural at this stage. As the scheme progresses to the detailed design stage, a project appraisal will be brought forward which will include elements pertinent to adaptation to climate change, for example in relation to carriageway surface and drainage works.

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# Lynchford Road Public Consultation

## 1. Welcome

As part of the Farnborough Growth Package, Hampshire County Council is developing a scheme to improve travel along and across Lynchford Road and to enhance North Camp Village.

This exhibition aims to:

Provide information on the preferred option for Lynchford Road

Seek local views to refine the preferred option

Outline the next steps for the scheme



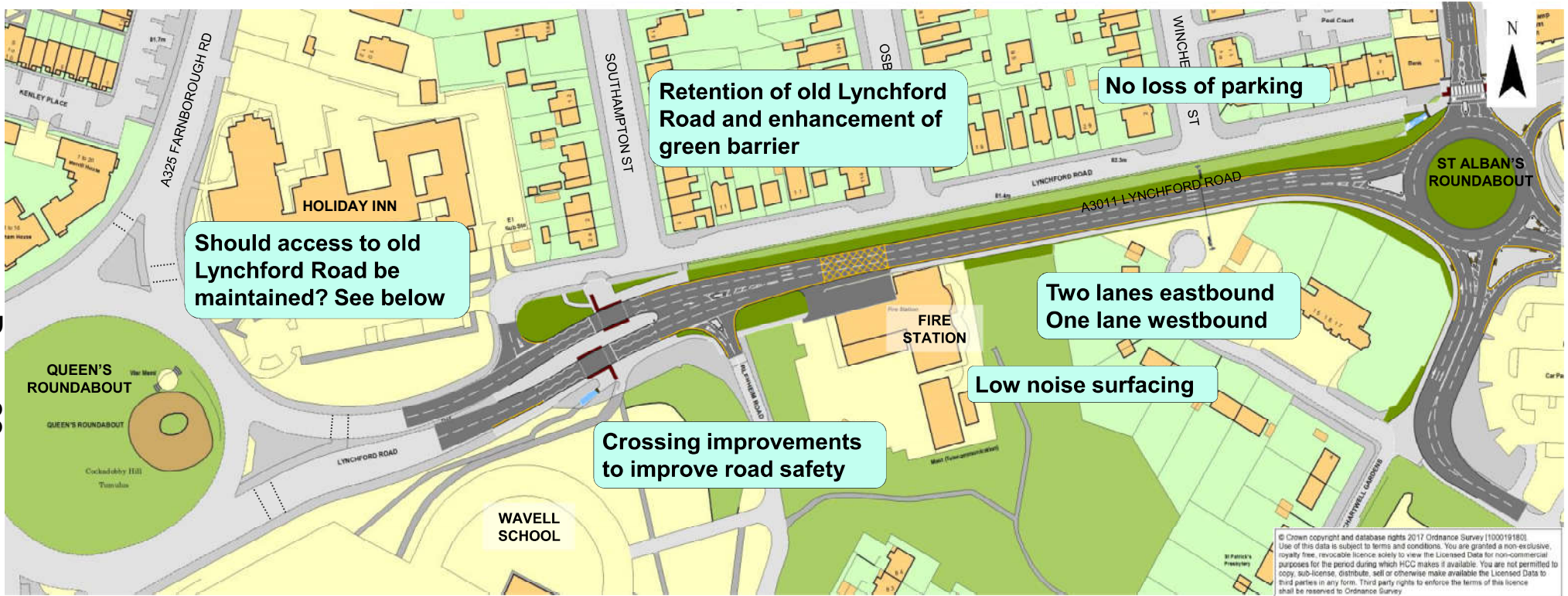
This consultation is an opportunity for local residents and businesses to feedback on the County Council's preferred scheme for making improvements to Lynchford Road

This consultation focusses on the A3011 Lynchford Road, in the area shown on map above

**Please take a look at the exhibition boards, ask questions and complete a questionnaire.**

# Lynchford Road Public Consultation

## 4. Queen's Roundabout to Alexandra Road



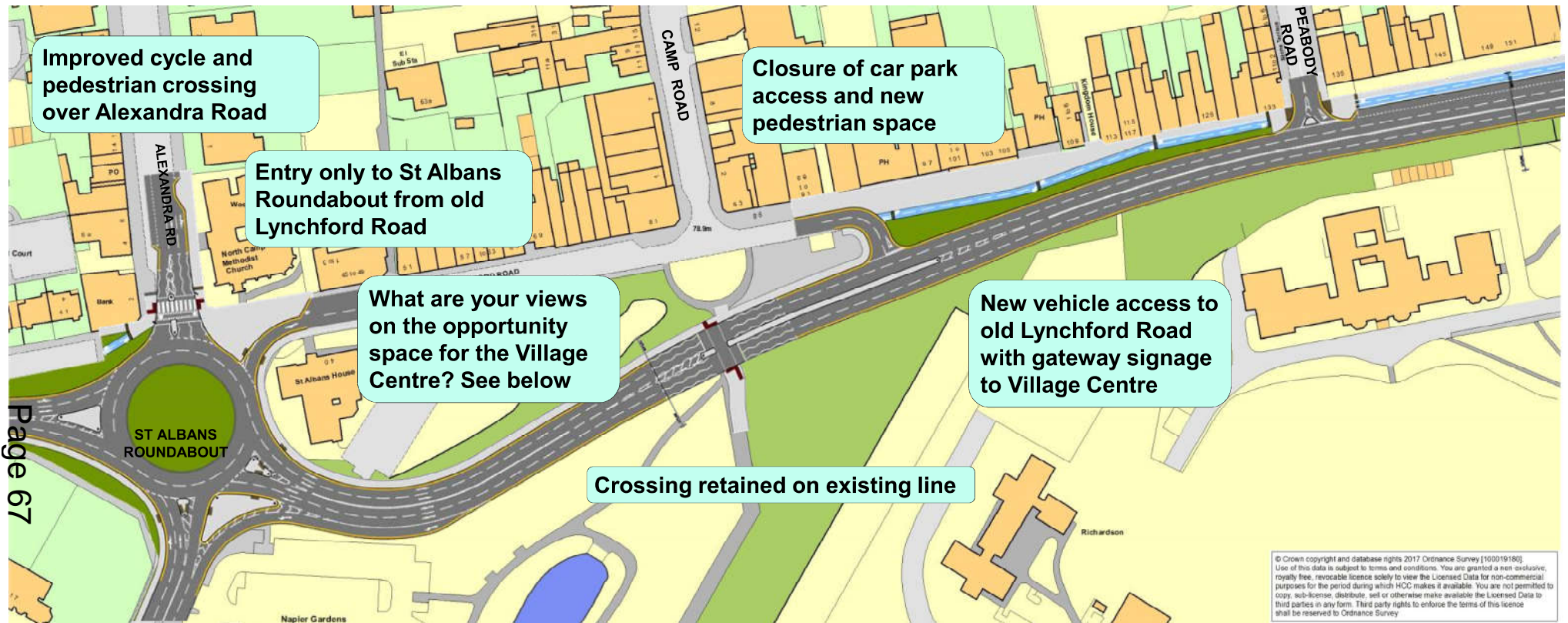
Page 66

### Option for this Section

- The link between old Lynchford Road and Southampton Street, near to the Holiday Inn, is currently shown as being kept open. Would you favour closing this link to vehicles to give pedestrians and cyclists more space?

# Lynchford Road Public Consultation

## 5. St Alban's Roundabout and North Camp Village

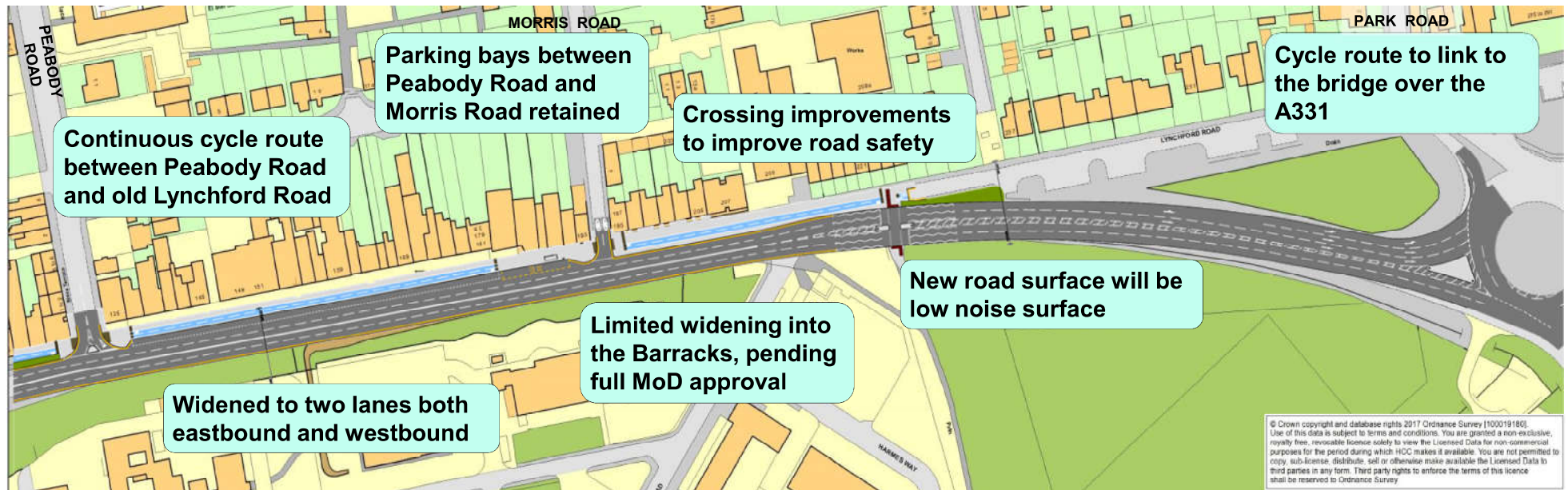


### Options for this Section

- The roundabout arm to/from old Lynchford Road is currently proposed as entry to the roundabout only, no access into old Lynchford Road. Would you favour a full closure to vehicles at the roundabout to create a focal space? An access into old Lynchford Road will be provided east of Camp Road.
- The space between old and new Lynchford Roads provides an opportunity to add to the Village Centre. We would like to know your views as to what you believe could add to the area.

# Lynchford Road Public Consultation

## 6. Peabody Road to A331



Page 68

### Information on this Section

- HCC are continuing to engage with the MoD over the use of their land and this is pending final agreement.
- Enhancement of the cycle link between Peabody Road and old Lynchford Road, along with linking to the Blackwater Valley Route and to North Camp and Ash Vale.
- Retention of parking bays between Peabody Road and Morris Road.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	M27 Junction 10
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Heather Walmsley

**Tel:** 01962 846089

**Email:** heather.walmsley@hants.gov.uk

#### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport notes the significant progress on the M27 Junction 10 Improvement Scheme (“the Scheme”), as well as the updated risk assessment set out in the supporting report;
- 1.2. That authority is delegated to the Director of Economy, Transport and Environment to develop, and in due course submit a business case for the Scheme to the Department for Transport, in consultation with the Executive Member for Environment and Transport and, in respect of financial aspects of the project and business case, the Director of Corporate Resources.
- 1.3. That authority is delegated to the Director of Economy, Transport and Environment to pursue all potential external and partner funding and bidding opportunities to secure funding towards the Scheme development and delivery;
- 1.4. That the Executive Member for Environment and Transport endorses the action taken to commence initial, advanced works for the Scheme in December 2018, which was required to meet constraints associated with licensing for protected species;
- 1.5. That authority be delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress, enter into, and secure all appropriate licences, agreements, consents, rights, permissions and easements necessary to enable the advanced and main works to be undertaken on land owned by third parties, including Section 6 agreements to work on land owned by Highways England and licences to work on Buckland Estate land;
- 1.6. That authority be delegated to the Director of Economy, Transport, and Environment and the Head of Legal Services to progress and make all Orders (including Side Road Orders) necessary to progress the Scheme towards

delivery to ensure that the Orders can be advertised as soon as possible to enable timescales for sequential tasks to be achieved;

- 1.7. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to suspend development activity on the Scheme once current funds are exhausted and in the event that further funding is not received, or that other significant programme issues arise as set out in the supporting report.

## **2. Executive Summary**

- 2.1. The M27 Junction 10 (the Scheme) is a high profile, high cost scheme with significant challenges and risks. The County Council was identified by the Rt Honourable Chris Grayling, MP, Secretary of State for Transport, as best placed to be the promoter for the Scheme, to ensure both the M27 Junction 10 and the Smart Motorways Project can be delivered in the most efficient way. The Scheme comprises critical infrastructure required to provide access to the proposed Welborne development and is the largest single highway infrastructure project that the County Council, with its strong track record of delivery, has been asked to lead. The Smart Motorway Project will upgrade the M27 between Junction 4 and 11 by turning the hard shoulder into a permanent fourth running lane.
- 2.2. This report will outline the challenges and risks associated with the Scheme following the provision of a summary of the background and wider context. The Scheme interfaces directly with the M27 Smart Motorways Project, as well as wider development at Welborne Garden Village in North Fareham, both of which compound the risks. Further work is necessary to enable the risks to be more fully evaluated. Should these be found to be too great, a potential break point will be identified before the Scheme is progressed to delivery, following which a future decision will be required as to whether the County Council should continue to be Scheme Promoter. There are a number of time critical tasks to be undertaken if the option to progress the Scheme to delivery is to be kept open, and these are also set out in the report.

## **3. Background**

- 3.1. Welborne Garden Village is a regionally important development site being promoted by Fareham Borough Council through their adopted Welborne Plan (2014). The development will comprise 6000 new homes and around 1,000,000 square feet of employment space, which will create around 5735 new jobs. The site includes a village centre, supporting neighbourhood centres, a new secondary school and three new primary schools. The site is being holistically planned to create a new community with its own sense of identity, in accordance with the government's defined garden village principals. The site forms a significant part of Fareham Borough Council's housing strategy, which seeks to ensure that there will be sufficient new homes to meet the demand for the next 20-25 years.

- 3.2. Welborne is located to the north of the M27 and adjacent to the A32 around the existing M27 Junction 10 at North Fareham. The M27 Junction 10 currently has restricted access only, allowing partial movements for westbound off and eastbound on movements. It is envisaged that approximately 1000 homes could be built prior to the upgrade of Junction 10 to an all moves junction. A fundamental part of the vision for Welborne is that it will have high levels of self-containment facilitated by carefully designed on-site provision for walking, cycling and bus services. However, there is an essential requirement that Junction 10 be upgraded to an all moves junction to cater for the predicted new traffic movements which will be generated by the site above the 1000 dwellings. An all moves connection to the M27 will help to ensure that the site will be well connected to the wider south coast strategic transport network to help attract business and investment into the site. The all-moves junction will also provide an enhancement for local residents who are currently travelling via a congested local road network with unreliable journey times. Many local residents currently use either the A27 to access the M27 Junction 9 to head west, or alternatively use Junction 10 to initially head east to then U-turn at Junction 11 to head west. This counter-intuitive movement creates unnecessary turning movements on the A32 onto the eastbound on-slip, with associated safety implications and unnecessary turning movements at the congested M27 Junction 11. An all moves Junction 10 would remove the need for these unnecessary movements as well as provide for predicted additional trips.
- 3.3. Within the evolving context of proposals for Welborne, and the associated increases in transport demand, there has been a significant amount of traffic modelling and design work undertaken over the last ten years or so to consider the need and options for upgrading M27 Junction 10 to an all moves junction. Given the existing constrained local network, there is limited ability to progress the development without an improvement to the motorway junction. Improvement options have considered new links to the M27 Junction 11, traffic signal and roundabout solutions based around the existing A32 partial moves junction, and options relocating some movements to the west of the A32.
- 3.4. Welborne is being promoted by Fareham Borough Council through their Welborne Plan, adopted in 2015. The Welborne Plan confirmed the need for an all moves Junction 10 and identified a preferred scheme in a supporting statement, which was signed by Highways England, the County Council, and Fareham Borough Council. See Figure 1A in the Appendix. The development is being led by Buckland Development Ltd (BDL). BDL submitted an Outline Planning Application for the Welborne site in March 2017, which included as a Detailed Application key elements of the off-site highways works, including, a layout for the M27 Junction 10, which was based upon an evolved version of the preferred scheme identified in the Welborne Plan. See Figure 1B in the Appendix.
- 3.5. Since the submission of the Planning Application by BDL in 2017, a number of factors have influenced the further scheme development. In December

2017, the Secretary of State for Transport advised that Hampshire County Council were best placed to become Scheme Promoter for M27 Junction 10, working with Highways England to bring the Scheme forward to support the development as a critical part of the infrastructure needed to access the Welborne site. This approach was supported by key stakeholders at the initial M27 Junction 10 Steering Group meeting in early 2018, which included representatives from: Department for Transport (DfT); Ministry for Housing, Communities and Local Government (MHCLG) ; Department for Business, Energy and Industrial Strategy (BEIS), Cities and Local Growth, Homes England; Highways England (HE) ; Solent LEP; and Buckland Development LTD (BDL). It was recognised that the County Council has a strong track record of delivery, and was best placed to progress the Scheme. In January 2018, the Scheme was passed from BDL to the County Council as the new Scheme Promoter, further to the agreement to a number of conditions seeking to reduce the risks to the County Council as follows:

- That a single governance structure for the Scheme be established, to be led by the County Council;
- That the various funding sources be streamlined into a single pot, to be controlled by the County Council;
- That there should be a single approach to scrutiny and business case development across all funding sources;
- That there would be a two-part agreement to scheme progression, involving an initial commitment to progress the Scheme development up to the delivery stage, followed by a subsequent agreement to progress the Scheme to delivery after a full review of costs, risks, and deliverability, and once all the funding is in place.

Inherent in the above was an expectation that there will be no financial outlay by or risk to the County Council on this Scheme.

3.6. In accordance with the Cabinet Decision on 11 December 2017, and since January 2018, the County Council have been working hard to progress the Scheme design to the next level, working in conjunction with both Highways England and BDL to ensure that design interfaces between the SMP and the wider Welborne development are taken into account. Several adjustments have been required to the previously identified 'preferred scheme layout' and the revised layout as submitted by BDL in their 2017 Planning Application. Adjustments have been required to take into account new and emerging issues including:

- the M27 Smart Motorways Project (SMP) and proposals for hard shoulder running along the M27, which were not material at the time of the BDL submission;



- the need to update all of the traffic modelling in light of the SMP and also due to the fact that the traffic modelling previously submitted was based upon traffic data older than five years;
- the need to address the initial comments on the design departures and relaxations from both Highways England and Hampshire County Council, as part of their statutory development planning function;
- the need to adjust the Scheme to avoid a listed building and protect its setting;
- the need to avoid costly diversions associated with statutory undertakings and associated plant; and
- the need to reflect updated design standards.

Whilst the resulting Scheme is based upon the same principles as the previously preferred scheme, there are a number of differences in light of the above. See Figure 2 in the Appendix.

#### **4. Scheme Description**

4.1. The updated preferred scheme includes the following key elements:

- A new 23m wide underpass underneath the M27 located to the west of the existing junction with the A32 and approximately 150m east of the existing Kneller Court Way access underpass. The underpass will connect with the eastbound off-slip and west-bound on and off slips, catering for north and south traffic movements via two-lanes north-bound and two lanes south-bound. A pedestrian cycle-way would be provided alongside the two southbound lanes. A 51m inscribed circular diameter (ICD) tear-drop roundabout will be provided at the southern end of the underpass, and the underpass road will continue north for approximately 350m to connect with a proposed new 67m ICD roundabout in the Site;
- A new eastbound off-slip, diverging from the motorway just east of Funtley Road bridge heading east towards the Site and to a point just north of the proposed new underpass, terminating at a new traffic signal controlled junction. The new east-bound off slip is a single lane diverge / two lane slip road;
- A new westbound on-slip, commencing south of the M27 at a point diverging from the roundabout south of the underpass to a merge with the M27 just east of the Funtley Road over bridge. The new west-bound on-slip will be a single lane slip road and merge onto the M27;
- An alteration to the existing westbound off-slip, which retains the existing slip road diverge just west of the existing A32 underpass, involving the removal of the existing 270 degree loop, and replacement with a straight slip road south off the M27. The new slip road will connect the proposed

new tear drop roundabout at the southern end of the new underpass via a new set of traffic signals, allowing for pedestrian / cycle crossing movements. The westbound off-slip is a single lane diverge from the M27 mainline, widening to two lanes at the traffic signals;

- A retained but modified eastbound on-slip to improve safety and help address issues associated with changing design standards:
- A new dual carriageway link road will head north from the proposed underpass and will continue for approximately 350m to connect with a proposed 67m ICD roundabout heading into the development site. There will be a 3.0m wide shared use provision for a pedestrian / cycle-way along the eastern side;
- A new dual carriageway east-west link road running through the development north of and parallel with the M27, connecting the new roundabout mentioned above to a new roundabout on the A32 to the east and a new roundabout serving the proposed employment land to the south and District centre to the north. Two pedestrian / cycle 'Toucan' crossing points will be provided along the east-west link, and there will be provision for a shared use pedestrian / cycle-way along both sides; and
- Improvements to the A32 as part of the Scheme include the provision of dedicated BRT bus lanes. Heading north, the bus lane will diverge from the A32 just north of the existing M27 underpass, and will head into the employment land west of the A32 to connect into the mid-way roundabout on the new east-west link road. Heading south on the A32, a new bus lane will be provided from a point just south of the diverge point of the east-bound on slip from the A32. Pedestrian and cycle provision will be retained/ improved.

## **5. Scheme Development**

- 5.1. A significant amount of work has been undertaken since the County Council took over the role of Scheme Promoter to progress the Scheme design to a point that it can be 'fixed' for planning and approval purposes. The County Council has been working closely with Highways England, together with their appointed contractors for the Smart Motorways Project (SMP), Bam Nuttall Joint Venture (bmJV), in order to understand the impacts and interfaces between the two schemes, and to ensure there is a viable way forward to progress both schemes concurrently. There has also been close working with BDL to ensure that there is a seamless interface between the wider Welborne development and the proposed Scheme within a combined application. A summary is provided below of the key issues and interfaces associated with the above.
- 5.2. In relation to the interface of the Scheme with the SMP, there are a number of potential delivery options which will influence how the Scheme can be developed, including:

- options whereby SMP and the Scheme progress concurrently, which will mean there is a potential delay or prolongation to the completion of SMP beyond March 2021; and
- options whereby SMP progresses without Junction 10, and Junction 10 follows on either directly afterwards or following a pause, which could mean there are potential abortive works or that funding for Junction 10 is lost;

5.3. There are significant overarching cost and time differentials relating to the different options which impact how the respective schemes are designed and developed. Further work is being undertaken to evaluate the options and associated risks. Highways England, bmJV, and the County Council are working together to produce an Impact Assessment for DfT, which will provide clarification on these matters and enable a decision by DfT early next year regarding whether the two schemes can be progressed concurrently. If the two schemes can be delivered concurrently, this should enable the minimum combined construction time, although there will inevitably be some delay to the completion date of the SMP and associated cost increases due to prolongation of the SMP contract. On the other hand, there should be some potential for cost savings associated with shared traffic management and optimisation of contractual matters, and abortive SMP works should be avoided with associated reputational issues.

5.4. If Junction 10 follows on from the completion of the SMP, there are likely to be reputational issues for both Highways England and the County Council, when the recently completed SMP works need to be 'replaced' by the Junction 10 works. New funding sources for Junction 10 would also be required as secured funding for the Scheme is time limited and needs to be spent by March 2021. The SMP main works along the section of the M27 adjacent to Junction 10 are currently envisaged to commence in May 2019, with a previously estimated start date of July 2018, and they will take 12 months to complete. The construction of the underpass will also take 12 months to complete. The commencement of the Junction 10 works at any time beyond May 2019 will incur prolongation costs in the region of £2.5m per month. The next level of design and development for the Scheme will be dictated by the approach to delivery following an assessment of the above options.

5.5. In relation to the interface of the Scheme with the proposed Welborne Garden Village, BDL require Junction 10 to be improved to facilitate access to the development site. The designs need to be seamless at locations on the A32 north and south of the Scheme and as part of the on-site network. Close working with BDL is underway to ensure the interfaces between the Scheme align with on and off-site highway works being progressed by the developer. Matters such as drainage, lighting, landscape planting, and ecological mitigation are all being developed holistically. Whilst working with the developer to seek to progress a coherent Junction 10 design, it is important to note that the Department will also have responsibility as Highway Authority to

approve the submitted highway works as part of the statutory development planning function. In this context, it is particularly important to recognise different roles and responsibilities within the overall process.

- 5.6. Alongside the progression of the design outlined above, a significant amount of work has been undertaken to inform the business case and scrutiny process defined by DfT. Traffic modelling and appraisal work has been scoped with DfT, and a draft Strategic Case has been produced and shared with key stakeholders. The business case process presents its own challenges. Even when a business case has been completed and scrutinised, Full Approval (which releases the funding) cannot be given by DfT until the Scheme has Planning Permission in Full (including a signed S106 agreement) and all necessary Orders are in place.

## **6. Planning Permission**

- 6.1. Planning Permission is required for the Scheme as part of the wider Welborne development. In March 2017, BDL submitted an Outline Planning Application to Fareham Borough Council as determining Planning Authority, which contained a detailed part of the application covering the M27 Junction 10. A number of comments were received from statutory consultees, which required additional work. In December 2018, BDL submitted an 'update addendum' to their previously submitted Outline Planning Application. The update included the refined, preferred design for Junction 10, as developed by the County Council, as a detailed part of the submission, alongside the update for the wider outline application.
- 6.2. As part of the statutory consultation process, for the Planning Application, the Junction 10 design has to be submitted to both Highways England and Hampshire County Council Technical Approval teams as statutory consultees for approval. The Technical Approval teams need to firstly approve the strategic and local traffic modelling work to confirm the Scheme provides the appropriate level of mitigation, following which a design review is undertaken to ensure that the proposed mitigation meets the required standards, and that any relaxations are acceptable. A review of road safety audits forms a key part of the process. There are significant risks associated with the technical approvals in relation to both the traffic modelling and necessary design standard relaxations, which the Scheme Promoter has been working hard to address.
- 6.3. Until recently, it was understood that the determination of the Planning Application by Fareham Borough Council would take place in February 2019, and if the application was supported it would take the form of a resolution to grant planning permission subject to the signing of a suitable Section 106 Agreement. Fareham Borough Council are now advising that the determining committee will be in April 2019. A two month delay will have a significant impact upon the already challenging delivery programme detailed below.

6.4. The key risks associated with the planning process include:

- The potential that for a variety of reasons approval may not be issued in the anticipated timescales, which will add more delay to the programme;
- The application of pre-commencement conditions to both the wider site and the junction works generically, which would enhance the risk of time delays to the commencement of the junction works as they could potentially be delayed by unresolved matters on the wider site, hence these two elements need to be disaggregated;
- That whilst the anticipated Fareham Planning Committee date is now in April 2019, any Decision will be limited to a resolution to grant Planning Permission subject to the agreement of the S106 agreement, which could take several months further to agree. The S106 signing, forms part of the Junction 10 critical path prior to the commencement of main works. Delays to the Planning Permission and signing of the S106 will have an impact on sequential tasks, including the ability to advertise necessary Orders, and the ability to secure the Full Approval from DfT, which is required to release the funding for the Scheme. The likelihood of potential delays, as well as their duration, are impossible to estimate at this stage, as they are based upon unknowns. However, signing of the S106 much beyond April is likely to be a significant obstacle to the Scheme Promoter in delivering the Scheme in timescales necessary to fit with the SMP programme.

6.5. As part of the Environmental Appraisal for the site, the presence of protected species including dormice has been identified. To ensure that appropriate licences can be secured in the necessary timescale to allow mitigating clearance, habitat creation, and associated planting to ensure dormice can be relocated, it was necessary to submit an initial, advanced Planning Application in October 2018 for advanced enabling works. (Planning Permission is required before a dormouse license can be issued). The application was determined by Fareham Borough Council in December 2018, which allowed clearance works to commence in the seasonally constrained winter period, subject to appropriate agreements to work on third party land. To enable these works to progress, and thereby retain the option of progressing the Scheme in parallel with the SMP, it was necessary to seek approval via a delegated decision to procure the works, secure a Section 6 Agreement with Highways England to work on their land, and progress a licence to work on third party land with the developer. There is no financial risk to the County Council regarding any of these initial enabling works or licences, hence in this instance the approach taken was considered appropriate. Not to have progressed this advanced application would have had a show-stopping impact upon the Scheme given that it would have incurred a 12 month delay on the start date for the main works.

6.6. A number of Orders will be required for the Scheme, which could include Side Road, stopping up, closure, temporary closure and diversionary orders for

highways and Rights of Way. The timescale for progressing the Orders is lengthy and dependent upon statutory procedures which could be protracted, and will have a direct programme impact. To ensure that the Orders can be implemented at the earliest opportunity, time consuming preparatory work is already underway. The timing of sequential processes compound potential delays to the overall programme and timescales for delivery.

6.7. The land required for the Scheme is within the control of the developer, Highways England and Fareham Borough Council.

## **7. Scheme Delivery**

7.1. Following the completion of additional tasks identified above, a full assessment of the associated costs, risks, and deliverability at an appropriate break point, will enable an informed decision regarding whether the County Council should continue to be the Scheme Promoter and progress the Scheme to the procurement and delivery stage. A future decision will be required based upon the above assessment.

7.2. Due to extremely challenging timescales dictated by the Highways England SMP programme, some form of early contractor involvement will be required to help with scheme development, and to help identify the preferred approach to delivery (particularly in relation to the proposed new underpass and associated traffic management works) in advance of a decision to progress to that stage. Early contractor involvement is very important to help provide an understanding of the optimum approach to design, informed by the likely approach to delivery.

7.3. A number of potential procurement and delivery options are currently being considered to help inform the approach to any appropriate early contractor involvement and delivery beyond, including:

- The delivery of all elements of the Scheme by the County Council; and
- The delivery of the parts of the Scheme which will either ultimately be Highways England asset / network, or else will interface directly with the Highways England network / asset (namely the underpass and ends of the on and off slips) by HE, with the remaining elements of the works on the developer land / County Council network to be delivered by the County Council.

7.4 A full evaluation of the risks associated with each approach is being undertaken to help inform the preferred way forward, and the findings will be reported to a future Decision Day.

7.5 Subject to a future decision that the County Council continues to be Scheme Promoter for the delivery stage, it is considered likely that as minimum the County Council could undertake the procurement and delivery of the elements of the Scheme on the County Council network either through the existing works framework, or (due to the high scheme value) potentially through OJEU

processes. Given that Highways England may be best placed to deliver some or all of the works on their network, a decision will be required by DfT early in 2019 regarding whether the two schemes can be progressed concurrently; and if so, then Highways England are likely to be best placed to deliver the works on their network. However, if Junction 10 is to follow after the SMP contract has finished then other options for delivery will need to be considered.

7.6 Different procurement options are being extensively investigated to understand the potential risks to the County Council, and to determine any associated time and efficiency savings versus any possible prolongation costs which would be passed on to the Scheme by Highways England / bmJV. Some initial discussions will be required in the form of early contractor involvement to aid the design, and to provide the clarity necessary to inform the preferred approach. However the Junction 10 elements of the Scheme are procured, further detailed consideration of procurement options is required to help identify a preferred approach in advance of a future decision on the preferred way forward.

7.7 The delivery programme for Junction 10 needs to be fully informed by the delivery programme for the SMP works adjacent to the Scheme, and associated traffic management slots booked on the M27 if the two schemes are to run concurrently. It is understood that the traffic management works to facilitate the main SMP works are already programmed to start in mid 2019 and will continue for twelve months. It will take approximately twelve months to deliver the underpass section of the Junction 10 works. The cost of necessary traffic management on the M27 during the Junction 10 works is likely to be substantial, hence there is a clear need to seek to use the same programme window as the SMP works, to avoid increasing the Scheme cost. Sharing the traffic management costs is likely to provide a cost saving, but conversely any extension or prolongation to the twelve month SMP 'slot' is likely to add a significant cost increase. The Impact Assessment mentioned earlier in this report, which is being produced by Highways England and Hampshire County Council, will define the costs of combining the two schemes and will be a key report presented to DfT to help inform the way forward.

7.8 The delivery timescales for Junction 10, including the start date for main works, will be dependent upon resolution of the issues outlined above.

## **8. Finance**

### **8.1. Scheme Costs**

An initial cost estimate for the previously submitted preferred scheme was in the region of £65million. However, the progression of the design and a review of initial estimates suggest that the costs are highly likely to increase significantly beyond the initial estimates of £65million. Progression of the design to the next level, value engineering, and a greater understanding of scheme risks will enable a more accurate figure to be produced. The

overarching cost to both the SMP and Junction 10 schemes need to be considered holistically to enable DfT and other stakeholders to consider the combined impacts upon the public purse to help determine the optimum way forward.

If a future decision is made that the County Council should progress the Scheme to the delivery stage and continue to be Scheme Promoter (based upon a full understanding of risks, costs and deliverability), a proposal to add the full value of the Scheme to the Capital Programme will need to be brought forward by early 2019/20.

## **8.2. Development Funding**

In January 2018, £1.5 million was secured from the DfT retained funding (defined in para 8.3 below) as an advance towards the Scheme development. Accordingly, an initial phase of the Scheme was entered in the capital programme at £1.5 million to enable design work to progress. Due to the original £1.5million being funded through external sources, in accordance with Hampshire County Council Financial Regulations, the Director of Economy, Transport, and Environment approved the early stages of this Scheme's entry into the Capital Programme. This funding has now been largely spent and will be running out in January 2019. Additional funding is being sourced from third parties to enable development work to continue and the DfT has recently confirmed an additional £150,000 of grant funding for this purpose. Without further additional external funding being secured to progress the Scheme development, the role of the County Council as Scheme Promoter will need to be reviewed and work will stop.

A separate report on Capital Programme Monitoring (to the Executive Member for Environment and Transport Decision Day in January 2019) will propose that the value is increased by a further £2.5m, which will reflect the additional funding needed to develop the Scheme to Full Business Case and enable further development of the Scheme up to the point where further funding is required. While the additional £2.5m will also be externally funded, due to the very high works value of the Scheme, approval is being sought separately for the increase in value.

## **8.3. Delivery Funding**

The following funding has been allocated towards the Scheme delivery, totalling £64million:

- £14.9million<sup>1</sup> funding from the Local Growth Fund, which is 'retained' by DfT towards this Scheme;
- £14.15million from the Local Growth Fund allocated by the SLEP;

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<sup>1</sup> Of which £1.65m has now been allocated and will be spent by the end of January on Scheme Development.



- £10million from Homes England's Housing and Infrastructure Fund (HIF) as Marginal Viability Funding (MVF); and
- £25million from third-party / S106 developer contributions.

8.4. Given the likely increase in scheme costs, there is currently a funding gap and additional funding sources and opportunities to bid for funding will need to be identified as soon as possible. Without full funding, it would be unacceptable for the County Council to proceed to delivery, as this would involve significant financial risk. An increased contribution from developers would be expected and there is an expectation that this should be reflected in the ongoing BDL and Fareham Borough Council viability work.

8.5. It is important to note that it is a condition that Local Growth Funding and HIF funding all needs to be spent by March 2021, hence unless the Scheme can progress concurrently with the SMP, £39.05million of currently identified funding will be at risk. If the Scheme start date is delayed beyond March 2021, the funding gap will increase for various reasons, including the loss of savings made through a concurrent approach to delivery and general inflation, and this is likely to place a further burden on the public purse.

The County Council will not proceed to delivery if there are undue financial or other risks. The Steering Group will provide a forum for the escalation of this matter to each partner. The County Council's consideration of such an eventuality would be made through the normal decision making process.

## **9. Future direction**

9.1 The Scheme is extremely challenging on all levels, and the interface with both SMP and the Welborne development add their own layers of complexity. The challenge is compounded by the high scheme cost, likely funding gap, and anticipated delivery timescales, if delivering in parallel with SMP, which require a significant proportion of the funding to be spent by March 2021. In light of both the complexity and scale of the Scheme, and its unique contribution of motorway and non-motorway elements, the governance arrangements for the detailed progression of the Scheme are likely to be more complex than a typical large transport capital programme Scheme.

9.2 There are a multitude of considerations and statutory procedures which need to be taken into account to inform the need for a potential breakpoint at which time a decision can be taken regarding whether the County Council should progress the Scheme to procurement and delivery stages.

9.3 Key milestones in the immediate future (subject to appropriate funding being available to progress) are as follows;

- DfT Impact Assessment and decision point in February 2019 regarding whether the Scheme can progress in parallel with the SMP;

- Full assessment of scheme costs and risks to inform extent of funding gap and potential for underwriting by third parties, in early 2019;
- Fareham Borough Council Planning Decision and signing of the S106 Agreement from early 2019 onwards; and
- Statutory procedures associated with Orders and Licenses etc.

9.4 While there is no financial outlay for the County Council, and financial risks are low, it is considered appropriate to continue to develop the Scheme at this stage, taking future decisions following appropriate milestone points.

**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>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<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:**

The improvement to the junction will have benefits for all transport users and will include enhancements for bus, cycle, pedestrians as well as the car. The specific proposals in this document are procedural, and will not have an impact on people with protected characteristics.

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

2.1. Low impact.

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

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

There will be additional car trips around Junction 10 associated with the development of 6000 new homes. Without the new junction there would be a significant impact upon the already congested local transport network and associated increase in the carbon footprint.

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

The improvements will help keep traffic moving now and in the future thereby reducing the emissions associated with traffic congestion.

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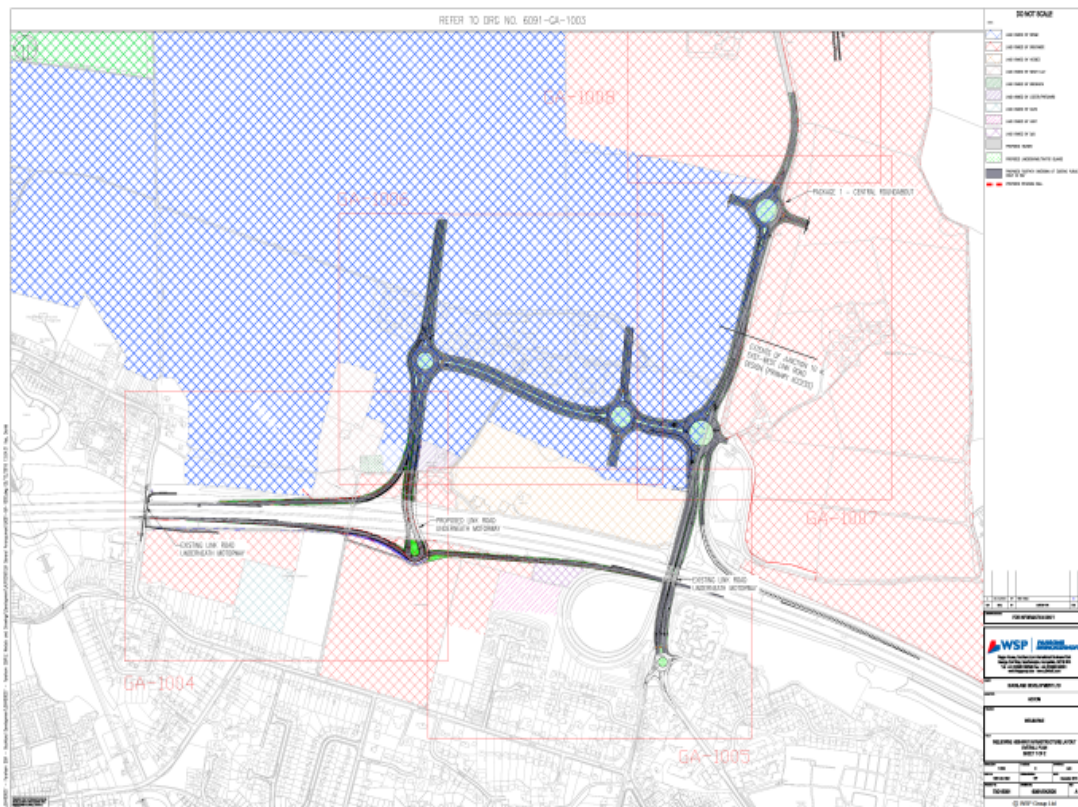


Figure 1a (March 2017) Layout from submitted planning application

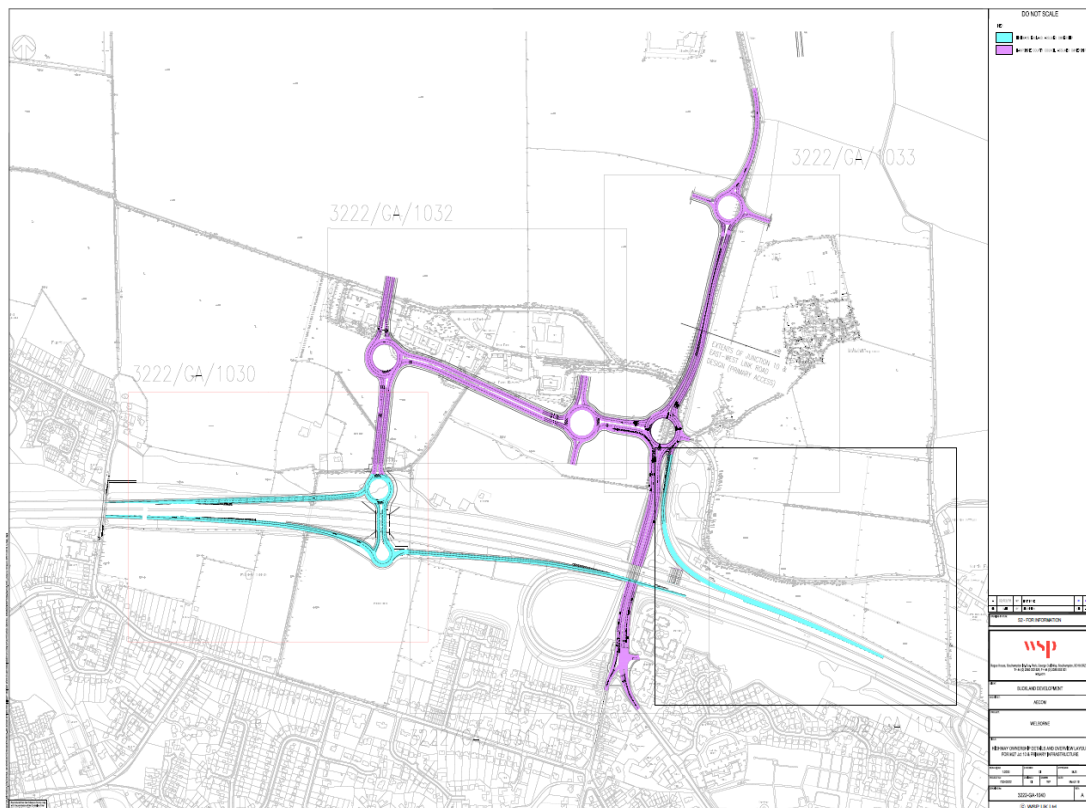
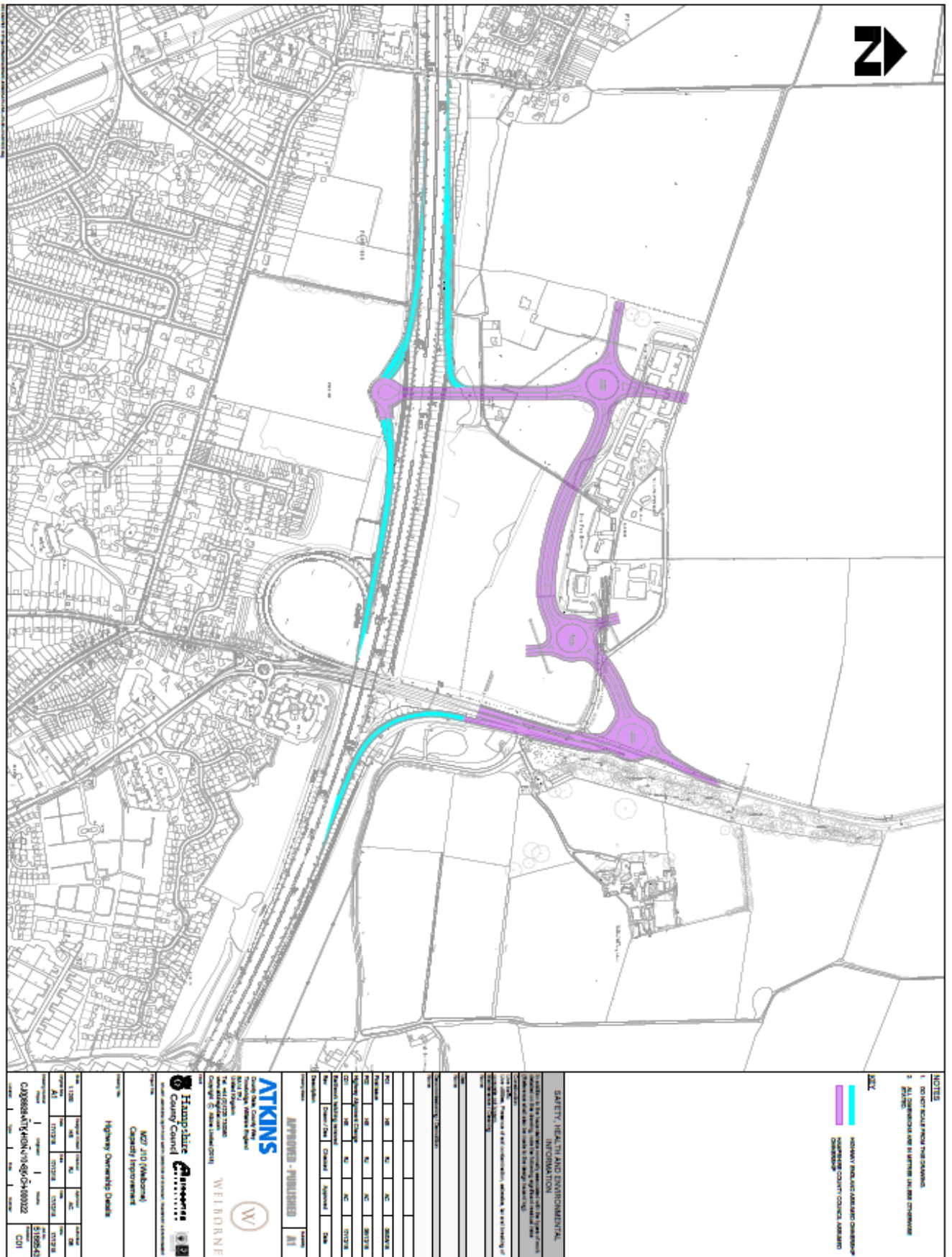


Figure 1b (September 2017) WSP evolved layout

Figure 2(December 2018) HCC and Atkins Scheme submitted to FBC





## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	ETE Capital Programme Monitoring
<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 addition of £11.891million of funding from the Department for Transport and notes that it is expected that this funding will be carried forward to 2019/20.
- 1.2. That the Executive Member for Environment and Transport recommends to Cabinet and the County Council the increase in value of the M27 J10 scheme (design and development phase) from £1.5million to £4million.
- 1.3. That the amended 2018/19 capital programme, which includes changes recommended in this report totalling £196.285million, be approved.

### 2. Executive Summary

- 2.1. The Economy, Transport and Environment Department's (ETE) capital programme contains a diverse array of projects, including but not limited to highways maintenance, transport improvements, flood alleviation, bridge strengthening, town centre improvements, and highway safety.
- 2.2. This paper provides a short narrative summary of progress and delivery within the capital programme. The two additional appendices to this report provide more detailed information and are referenced where relevant.
- 2.3. The paper also contains recommendations for the consideration of the Executive Member for Environment and Transport.

### 3. Expenditure and Finance

- 3.1. This section provides an update on the capital programme expenditure and finance since the beginning of 2018/19.
- 3.2. Gross spend across the capital programme from 1 April to 30 November 2018 is £52.769 million. Appendix 1 shows where expenditure is being made across ETE's programme.

- 3.3. A review of planned expenditure was undertaken in the autumn, which suggests that the anticipated outturn for 2018/19 remains at around £95 million.
- 3.4. The Executive Member for Environment and Transport approved the following Project Appraisals on 13 November 2018:
- Romsey Flood Alleviation Programme - £6.684 million of which £0.791million is County Council spend and the value added to the capital programme.
  - A340 Thornycroft Roundabout Improvement Scheme, Basingstoke - £9.445 million.
  - Eclipse Busway: Completion of Phase 1-Retention of Rowner Road Bridge element - £0.532 million.
- 3.5. Required adjustments to the schemes' Capital Programme entries have been made accordingly.
- 3.6. In November 2018 the Department for Transport confirmed that Hampshire County Council's allocation from the £420 million capital funding the Chancellor announced in the Budget 2018 for financial year 2018/19 is £11.891million. This funding, as announced in the Budget, is for highway authorities to tackle potholes, repair damaged roads, and invest in keeping bridges open and safe. It is expected that this funding will be carried forward to 2019/20. This additional funding, along with an additional Revenue Contribution to Capital Outlay of £0.850 million, brings the revised Structural Maintenance budget for 2018/19 to £80.665 million.
- 3.7. As detailed in the November 2018 Capital Programme monitoring report, in September 2018, the Government announced that both Portsmouth 'City Region' and Southampton 'City Region' have been shortlisted as two of ten (later increased to 12) successful city regions for the Transforming Cities Fund (TCF). These city regions cover County Council geography as well as that of the two unitary authorities. For both city regions, work is now underway to identify infrastructure proposals for early wins (Tranche 1) and feasibility study work packages, in preparation for Tranche 2. Tranche 1 bids will need to be submitted by the end of the year with a funding decision expected in February 2019 and capital spend to commence before the end of March 2019.
- 3.8. The precise value of the schemes and therefore scale of potential bids remains to be established. Whilst there is no certainty that any funding will be forthcoming, the 12 city regions are not in direct competition for the same funds. Provided good quality and deliverable schemes can be developed that represent good value for money, the TCF presents a very significant opportunity for both city regions to develop and deliver potentially game changing improvements to public transport and active travel as viable alternatives to car travel. This will also help to address environmental impacts such as air quality and achieving economic growth.
- 3.9. Joint governance arrangements for both city regions are being developed to oversee the development of infrastructure projects, together with parallel work streams for business case development, and other complementary measures such as ticketing and branding. In addition, for those projects within the county

area, the County Council will establish its own governance and assurance procedures, identify design resources and revenue funding.

- 3.10. The DfT has identified £50,000 for each city region to assist with co-development of the proposals. However, it is expected that it will be necessary for the County Council to identify additional revenue resources to support the development stage of this significant programme of work.

#### **4. Delivery**

- 4.1. This section provides an update on significant points concerning the delivery of the elements of the capital programme since the beginning of 2018/19.
- 4.2. Major transport improvement schemes across the county, as detailed in the November 2018 Capital Programme Monitoring Report, continue to be progressing well.
- 4.3. As detailed in the November 2018 Capital Programme Monitoring Report, a review of the remaining 2018/19 capital programme has now taken place to determine which schemes programmed for delivery in 2018/19 require deferral to the 2019/20 programme. Local members have been consulted as part of the review, with the Director for Economy, Transport and Environment approving the deferrals in November 2018, as set out in Appendix 2.
- 4.4. Turning to the Structural Maintenance Programme, the Hampshire Highways Service Contract is midway through its second year and has benefited from a particularly dry, warm summer. At the end of quarter two, 60% of the schemes programmed for 2018/19 have been completed. Delivery of the remaining programme is currently on track. However, there are some issues with third-party statutory undertaker works, which is delaying the programming of work, whilst poorer winter weather will also have an effect on productivity over the coming months.
- 4.5. Within the Safety engineering programme, 37 of the 130 schemes programmed for 2018/19 had been completed by end of October 2018; 24 are with a contractor and 39 schemes are in the process of being progressed.
- 4.6. Highways Structures schemes are progressing well, with bridge design for Holmsley complete, repairs to the supports of Redbridge Viaduct and Redbridge Road Bridge planned to start in the summer of 2019, and option work for Langstone Bridge repair/refurbishment continuing. In addition, tenders are back for concrete repair and parapet replacement work for Eastrop Footbridge, Basingstoke, with work forecasted to commence in the new year, subject to tender checks. Further inspection of Avon Fordingbridge road bridge is underway, with results expected in Q4 2018/19.
- 4.7. With work continuing on Phase 1 of the Buckskin Flood Alleviation Scheme, and construction due to commence on the Romsey Flood Alleviation Programme in the spring, the County Council's Flood Risk and Coastal Defence programme has now entered a significant period of delivery and financial investment. The total value of the work to be implemented in Buckskin and Romsey during the next 18 months (including work undertaken by the Environment Agency and funded by other organisations) is estimated to be in the region of almost £13 million.

- 4.8. Phase 2 of the work at Buckskin, and further implementation at Lower Farringdon on the A32 is scheduled to take place in 2019/20, with a package of small scale works at a number of other locations also being brought forward for implementation this summer and autumn. Business cases for investment from national funding sources, including Flood Defence Grant in Aid, are being prepared for Farringdon, Outer Winchester, and sites in Farnborough, with the expectation that these will be submitted to the Environment Agency over the next few months.

## **5. Programme Changes**

- 5.1. This section details the amendments and additions recommended for approval.
- 5.2. A list of amendments (approved under delegated authority) is included in Appendix 2.
- 5.3. The Project Appraisal for the M27 Junction 9 and Parkway South Roundabout scheme is being discussed elsewhere on this agenda. The report states a revised scheme value of £22.230 million. This increased value will be reflected in the 2018/19 capital programme.
- 5.4. As detailed in 3.6 above, the County Council has received information that its allocation from the £420 million capital funding the Chancellor announced in the Budget 2018 for financial year 2018/19 is £11.891million.
- 5.5. It is therefore recommended that the Executive Member for Environment and Transport approves the addition of £11.891 million from the Department for Transport and notes that it is expected that this further funding will be carried forward to 2019/20.
- 5.6. In July 2018 the initial phase of the M27 J10 scheme entered the capital programme at £1.5 million to enable design and development work to progress. The development of the scheme has progressed well since the award of the initial funding. However, it is anticipated that this sum will have been fully utilised by the end of January 2019 without all necessary activities to allow the development of a Full Business Case having been completed. Additional external funding of up to £2.5m is therefore being sought to allow scheme development to reach that point and, to minimise any delay to this work, it is exceptionally recommended that the scheme value be increased to £4m in anticipation of sufficient additional external funding being secured. The Department for Transport has recently confirmed an additional £150,000 of grant funding for this purpose. In the event that not enough additional external funding is forthcoming, it is recommended in the detailed paper on the M27 Junction 10 elsewhere on the agenda that delegated authority to suspend work once existing funding is fully spent is agreed.
- 5.7. Due to the original £1.5 million being funded through external sources, in accordance with Hampshire County Council Financial Regulations, the Director of Economy, Transport, and Environment approved the early stages of this scheme's entry into the Capital Programme. While the additional £2.5 million will also be externally funded, due to the sizeable increase in value of the scheme, the Executive Member for Environment and Transport is asked to recommend to Council that they approve the increase in value.

- 5.8. It is therefore proposed that the Executive Member for Environment and Transport recommends to Cabinet and the County Council the increase in value of the M27 J10 scheme (design and development phase) from £1.5 million to £4 million.
- 5.9. A paper elsewhere on this agenda provides further details of progress on this scheme.
- 5.10. A review of the Capital Programme three-year forward plan has been undertaken, resulting in amendments to the planned 2019/20 and 2020/21 programme, as well as the creation of the 2021/22 capital programme. The later two years in particular will continue to evolve, with more schemes likely added during 2019/20. This new three-year forward programme includes additional schemes, as well as a re-programming of scheme start dates, including a number of deferrals from the 2018/19 programme. This is mainly due to re-prioritisation of the current capital programme in response to new schemes entering over the course of the year, as well as resources focusing on the development of transport strategies across the county.
- 5.11. It is therefore recommended that the amended 2018/19 capital programme, totalling £196.285 million, is approved.

## **6. Future Programme**

- 6.1. The proposed 3-year ETE capital programme for 2019/20 (£97.593million), 2020/21 (£51.765million) and 2021/22 (£44.917million) has been prepared, and is presented elsewhere on this agenda. This equates to a total 3-year capital programme value of £194.275 million across Economy, Transport, and Environment budgets.

**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>	Yes

**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.)

Document

Location

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.

TABLE OF EXPENDITURE ACROSS ETE CAPITAL PROGRAMME IN  
2018/19

Gross Expenditure	To 31 August 2018	To 30 November 2018
	Periods 1-5	Periods 1-8
	£	£
Structural Maintenance	17,249,038	29,729,569
Integrated Transport Programme	9,732,562	15,012,978
Flood & Coastal Defence Management	276,904	683,169
Solent Enterprise Zone	18,885	27,546
Community Transport	24,272	31,271
Waste	7,269,485	7,268,235
PRIP (residual)	15,919	15,919
TOTAL	34,587,065	52,768,687



The following is a list of delegated decisions that have been made since the last update

*Decisions made via Director Delegated Decision Capital Programme report:*

- Access improvements to Kings School, Winchester – defer to 2019/20 programme
- Over Wallop Traffic Improvements – defer to 2019/20 programme
- Test Lane / Andes Road – defer to 2019/20 programme
- Andover Railway/Environmental Improvement – defer to 2019/20 programme
- Romsey Road, Winchester - Clifton Terrace Crossing – defer to 2019/20 programme
- Andover - Roman Way/Viking Way/Smannell Rd Traffic Calming – defer to 2019/20 programme
- Scratchface Lane (West), Ped and Cycle Imps, Bedhampton – defer this scheme to 2019/20 programme and reduce budget
- A3090 Winchester Road / Halterworth Lane Junction Imp – defer to 2019/20 programme
- Horndean Access Improvements – defer to 2020/21 programme
- Pedestrian, Cycle and Accessibility Improvements in Clanfield – defer to 2019/20 programme
- Anstey Road /Lane Jun Imp Alton – defer to 2020/21 programme
- Oakhanger Traffic Calming – defer to 2019/20 programme
- Access to Town Mills car park from the A3057 – defer to 2019/20 programme and reduce budget
- Nursling – A3057/Redbridge Lane Rbt (Bakers Drove) – defer to 2019/20 programme
- Long Lane Footway, Marchwood, Phase II – defer to 2019/20 programme
- Whitchurch Access & Traffic Management – defer to 2019/20 programme
- Jermyns Lane Footway to Braishfield, Romsey – defer to 2019/20 programme
- TVBC Andover: Viking Way Signalised Crossing - To vire £46,000 of funding from the Structural Maintenance programme and increase the value of the scheme accordingly.

*Decisions made via individual Project Appraisal Director Delegated Decision reports:*

- Abbey Road/Shakespeare Road Improvements, Popley
- Hartley Wintney - Vicarage Hill Traffic Management
- Hiltingbury Infant and Junior School, Chandlers Ford

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	ETE Proposed Capital Programme 2019/20, 2020/21 and 2021/22
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Amanda Beable

**Tel:** 01962 667940

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

### 1. Recommendation

- 1.1. That the Executive Member recommends approval to the Leader and Cabinet of the proposed 2019/20, 2020/21 and 2021/22 capital programmes totalling £194.275million, as set out in this report and in Appendices 1 and 2.

### 2. Executive Summary

- 2.1 The purpose of this paper is to set out, subject to confirmation of funding, the proposals for the Transport and Environment (ETE) Capital programme for 2019/20, 2020/21 and 2021/22 and to seek approval for their onward submission to the Cabinet in February 2019. Appendix 1 is the approved format for the budget book, and Appendix 2 is a simplified view with expenditure profiled.
- 2.2 These proposals amount to just under £195million across the next three years. Government formula settlements (£92million) and Government competitively bid grants (£4.8million) make up the bulk of the funding, with other competitively-bid project specific grants, e.g. Local Growth fund (LGF) through the Local Enterprise Partnerships (LEPs) (£27million) also contributing. The remainder is funded through a mix of local resources, (£44million), developer contributions (£26million) and other local authority contributions (£0.46million).

### 3. Contextual information

- 3.1 Executive Members can now prepare proposals for:
- A locally resourced capital programme for three years from 2019/20 to 2021/22 within the guidelines of the current capital programme.
  - A programme of capital schemes supported by Government Grants in 2019/20, 2020/21 and 2021/22.

3.2 The 2019/20, 2020/21 and 2021/22 programmes set out new capital resources only, with the latter two years based on indicative figures. The 2019/20 and 2020/21 programmes replace previously approved programmes, they do not add to them.

3.3 ETE's forward capital programme includes the following programmes:

- Structural Maintenance;
- Integrated Transport;
- Waste; and
- Flood Risk and Coastal Defence

3.4 The proposed programmes have been prepared in consultation with the Executive Member for Environment and Transport, and have been reviewed by the Economy, Transport and Environment Select Committee. They are to be reported to the Leader and Cabinet on 5 February 2019 to make final recommendation to Council on 22 February 2019.

## PART A: RESOURCES

### 4 Local Resources

4.1 Local resources guidelines were agreed by Cabinet on 10<sup>th</sup> December 2018. The guidelines reflect the additional funding of £10million per annum for Operation Resilience (from 2018/19 for three years), with the assumption that funding will continue at this level in 2021/22 also.

4.2 Total local resources amount to £ 44.064million over the next three years.

**Table 1: Local Resources**

	2019/20 £000	2020/21 £000	2021/22 £000	2022/23 £000
Capital Guidelines	11,929	11,929	1,929	25,787
<b>Original Capital Guidelines</b>	<b>11,929</b>	<b>11,929</b>	<b>1,929</b>	<b>25,787</b>
Local Resources Carried Forward/Vired from Earlier Years	2,277	0	0	2,277
Additional Approvals	6,000	0	10,000	16,000
<b>Revised Capital Guidelines</b>	<b>20,206</b>	<b>11,929</b>	<b>11,929</b>	<b>44,064</b>

## **5 Government Formula Allocations**

- 5.1 The Department for Transport (DfT) has confirmed the Integrated Transport and Structural Maintenance allocations for 2019/20 and 2020/21 as detailed in Table 3 below.
- 5.2 In addition the DfT has confirmed that Band 3 (highest band) recipients of its Incentive Fund will be awarded £4.531 million (the maximum available) each year until 2020/21. It is assumed in this report that HCC retains its Band 3 status and that funding remains at this level in 2021/22.
- 5.3 Further, in 2015 Government allocated £250 million for all local authorities over a 5 year period until 2020/21 through its Pothole Action Fund. An additional £100 million was added to this fund in the 2016 Autumn statement. It is assumed that HCC will receive £2.123 million more each year in 2019/20 and 2020/21 from this fund and that funding remains at this level in 2021/22.

## **6 Other Government funding**

- 6.1 The County Council has had a great deal of success in securing Local Growth Funding (LGF) from both the EM3 and Solent LEPs as evidenced in the significant number of schemes funded from this source in the existing programme. In 2018/19 the County Council and East Hampshire District Council were successful in a bid for £3.14million of funding from the Enterprise M3 LEP for funding toward the Green Grid Green Loop programme of sustainable schemes in and around Whitehill & Bordon.
- 6.2 This programme includes £2.361million funding for schemes which are being developed for delivery in 2019/20 as part of Hampshire County Council's response to the Department for Environment, Food & Rural Affairs and DfT's UK plan for tackling roadside NO<sub>2</sub> concentrations. Funding for these schemes is currently provisional.

## **7 Developer Contributions and other external funding**

- 7.1 The Department receives contributions from developers towards the cost of highway and transport infrastructure associated with mitigating the effects of developments.
- 7.2 This 3-year programme includes an estimate of £26.394million from s106 developer contributions; however there are many more projects currently at feasibility or early development stages that may well come forward during the year for delivery which may utilise this source.
- 7.3 Other external funding regularly includes contributions from District Councils. This plan includes £0.460million.

## **8 Revenue investment**

- 8.1 With all these potential funding sources available, it remains important to recognise that these substantial capital grants require revenue investment. Securing these funds requires schemes to be appropriately designed, costed and evidenced. Such activities are multi-disciplinary, time consuming, and do

need to be sufficiently resourced if the County Council is to take best advantage. The County Council has had a £1million per annum allocation to develop the pipeline of schemes up until 2018/19. To continue this vital area of work, at time of writing a bid has been made for a continuation of the funding for a further three years.

## 9 Total Resources

9.1 The table below is a breakdown of the capital resources in their respective starts year.

9.2 This table does not reflect actual expenditure in those years.

**Table 2: Total Capital Resources**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Local Resources	20,206	11,929	11,929	44,064
LTP Grant - Maintenance	21,584	21,584	<i>21,584</i>	64,752
Government Pothole Fund	2,123	2,123	<i>2,123</i>	6,369
DfT Highways Maintenance Incentive Fund	4,531	4,531	<i>4,531</i>	13,593
LTP Grant – Transport (awarded not spent)	5,296	5,296	5,296	15,888
LGF Grant - Transport	25,118	1,500	0	26,618
JAQU (DfT & DEFRA)	2,129	0	0	2,129
DfT Safer Roads Fund Grant	2,361	0	0	2,361
Developer Contributions	15,846	7,948	2,600	26,394
Other Local Authority	460	0	0	460
Other Contributions	25	0	0	25
<b>Total Programme</b>	<b>99,679</b>	<b>54,911</b>	<b>48,063</b>	<b>202,653</b>

9.3 Figures in italics are subject to DfT decisions, for planning purposes it is assumed that funding will keep to current levels.

## PART B: PROGRAMMES

### 10 Structural Maintenance Programme

10.1 The maintenance programme is a 'spend' based programme, and therefore the figures in this table represent how much will be spent in that year.

**Table 3: Total Programme – Structural Maintenance**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Local Resources	13,573	11,823	<i>11,823</i>	37,219
LTP Grant – Maintenance	21,584	21,584	<i>21,584</i>	64,752
Government Pothole Fund	2,123	2,123	<i>2,123</i>	6,369
DfT Highways Maintenance Incentive Fund	4,531	4,531	<i>4,531</i>	13,593
<b>Total Programme</b>	<b>41,811</b>	<b>40,061</b>	<b>40,061</b>	<b>121,933</b>

10.2 Figures in italics are subject to DfT and local decisions, for planning purposes it is assumed that funding will keep to current levels.

## 11 Integrated Transport Programme

- 11.1 This programme is a 'starts' based programme, and therefore the figures in table 4 do not represent how much will be spent but the full value of projects that are proposed to start construction in that year.
- 11.2 With an increasing emphasis on higher value schemes across the county, to more efficiently manage the ITP programme, a new Local Improvement Works sub-programme has been created for 2020/21 onwards. This sub-programme will bring forward schemes between the value of £0.07million - £0.250million in a similar way to small value schemes (<£0.07million) in the Minor Works sub-programme and will have a provisional allocation of £1.3million developer contributions and £0.2million of LTP. To ensure member engagement in this new programme, the Executive Member for Transport & Environment and relevant local member will be consulted prior to each scheme's Project Appraisal being approved by the Director for Economy, Transport & Environment.
- 11.3 In addition to the new Local Improvement Works sub-programme, 2019/20 also sees the introduction of the new Walking & Cycling sub-programme. All schemes above £0.07million which are mainly concerned with walking and/or cycling improvements will be individually included in this sub-programme, ensuring that these schemes gain sufficient visibility. The current value of this sub-programme is almost £9million. It is noted however that this is the value of schemes mainly focused on walking and cycling improvements, there are many other schemes in the programme that include walking and cycling elements, which are not included in this sub-programme.
- 11.4 The 2019/20 main programme provides details of the schemes expected to commence during that financial year. Circumstances outside of the organisation's control such as unexpected public utility apparatus or environmental considerations can intervene that may cause some schemes to be delayed to later financial years. Members will be kept informed of progress, any potential changes during the management of the detailed design and delivery of the main 2019/20 programme. The main 2020/21 and 2021/22

programmes are at this stage provisional and programmed based upon the more limited information available for schemes at a much earlier stage of development. These programmes will be updated as required with members kept informed. Further a limited number of schemes have been included in this programme prior to full funding being confirmed. Updates to the capital programme will be made during 2019/20 to reflect further confirmation of funding as required.

- 11.5 It should be noted that this programme includes £2.129million of schemes which are being developed for delivery in 2019/20 as part of Hampshire County Council's response to the Department for Environment, Food & Rural Affairs and DfT's UK plan for tackling roadside NO<sub>2</sub> concentrations. For these schemes to qualify for Government funding, approval in principle needs to be in place prior to submission of the Full Business Case. Given this, schemes to the value of £2.129million are entering the Integrated Transport Programme prior to funding being confirmed and are individually detailed in Appendix 2.

In 2018/19 the County Council was successfully awarded £2.361million of further funding from the Department for Transport's Safer Roads Fund to fund the delivery of safety schemes on routes identified by the Department for Transport as key high-risk safety routes. This has enabled the County Council to reallocate £0.5million of the £1.5million LTP originally allocated to the casualty reduction sub-programme in each of 2019/20 and 2020/21 to other priority areas within the Integrated Transport Programme.

- 11.6 Appendix 2 provides detail on the schemes to be included in this programme and presents a spend profile across years for information.

**Table 4: Total Programme – Integrated Transport**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Local Resources	6,527	0	0	6,527
LTP Grant - Transport	3,210	2,150	2,150	7,510
LGF Grant - Transport	25,118	1,500	0	26,618
JAQU (DfT DEFRA)	2,129	0	0	2,129
DfT Safer Roads Fund Grant	2,361	0	0	2,361
Developer Contributions	15,846	7,948	2,600	26,394
Other Local Authority	460	0	0	460
Other Contributions	25	0	0	25
<b>Total Programme</b>	<b>55,676</b>	<b>11,598</b>	<b>4,750</b>	<b>72,024</b>

- 11.7 The proposed programme includes 6 major infrastructure schemes expected to start in 2019/20, totalling over £42million. In addition, it is expected that the 2019/20 programme will increase significantly early in the next financial year as the full values of the Botley Bypass and potentially M27 Junction 10 schemes are approved and reflected in the programme. Further, the County Council is developing additional schemes, which are expected to be added to 2020/21 and 2021/22 capital programme years once further developed. This



explains why the value is so much higher in 2019/20 than the following two years.

## **12 Waste Programme**

- 12.1 Early business case modelling has been undertaken regarding the development of new a material recycling facility (MRF). However, this was temporarily suspended in mid-2018 due to a series of Government policy initiatives and announcements on waste and recycling. The Resources and Waste Strategy was published in December 2018 and helps provide further clarity on national policy and the transposition of EU Regulations.
- 12.2 This initial modelling indicates a positive outcome from the development of a new MRF and further work, expected in to be undertaken in early 2019, can therefore reflect emerging Government policy, as well as addressing the following points:
- Clarify the type of MRF required
  - Revise & refine the initial capital expenditure proposal of an estimated £42m, in line with final design requirements
  - Refine the model assumptions regarding the financial implications of a new MRF on the existing contract payment mechanism.
- 12.3 Due to the urgent need to refit or replace the Alton MRF, a decision on whether to progress with this project is required by Mid-summer 2019. It is expected that the final business case will be presented in late Q1 or early Q2 of 2019/20.
- 12.4 Subject to completion of a full business case that illustrates a positive outcome in terms of delivery of MRF infrastructure there will be a requirement for borrowing on an invest to save basis of capital up £42million to fund the project, the level required will be confirmed by Q2 of 2019/20.

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

- 13.1 The Flood Risk and Coastal Defence programme includes a number of major infrastructure projects of which schemes at Buckskin in Basingstoke, and at Romsey are the most significant. The two schemes are projected to cost respectively £6.24million and £6.68m, although elements will be undertaken separately by the Environment Agency. Implementation of Phase 1 of the Buckskin Flood Alleviation Scheme is well underway and Phase 2 is planned to start in the Spring. Construction of the Romsey Flood Alleviation Programme will commence in March 2019 with the work due to be substantially completed before the winter. Hampshire County Council's investment of £3.54million across the two schemes has unlocked national funding including Flood Defence Grant in Aid and Local Levy of approximately £8.8 million with districts partners contributing in excess of £0.5million. Further schemes from the Flood Risk and Coastal Defence programme are being developed and delivered including at Lower Farringdon, Winchester and Farnborough. Other locations will be brought forward for delivery over the next

2 – 3 years as detailed designs and business cases are approved. Future iterations of the capital programme will therefore be developed to reflect the additional anticipated spend for these, and subsequent, years.

**Table 5: Flood Risk and Coastal Defence Capital Programme**

Total/year	2018/19 £000	2019/20 £000	2020/21 £000	Total £000
Local Resources – Capital Guidelines	106	106	106	318
<b>Total</b>	<b>106</b>	<b>106</b>	<b>106</b>	<b>318</b>

## PART C: SUMMARY

### 14 Summary

14.1 On the basis of the position outlined in Part B above, Table 6 summaries the proposed new capital investment submitted for consideration for the next three years. Table 7 sets out how they are to be funded in aggregate.

**Table 6: Summary of Capital Programmes**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Structural Maintenance	41,811	40,061	40,061	121,933
Integrated Transport	55,676	11,598	4,750	72,024
Flood and Coastal Defence	106	106	106	318
<b>Total Programme</b>	<b>97,593</b>	<b>51,765</b>	<b>44,917</b>	<b>194,275</b>

**Table 7: Summary of Capital Funding**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Local Resources	20,206	11,929	11,929	44,064
LTP Grant - Maintenance	21,584	21,584	21,584	64,752
Government Pothole Fund	2,123	2,123	2,123	6,369
DfT Highways Maintenance Incentive Fund	4,531	4,531	4,531	13,593
LTP Grant – Transport (spent)	3,210	2,150	2,150	7,510
LGF Grant - Transport	25,118	1,500	0	26,618
JAQU (DfT & DEFRA)	2,129	0	0	2,129
DfT Safer Roads Fund Grant	2,361	0	0	2,361
Developer Contributions	15,846	7,948	2,600	26,394
<i>Other Local Authority</i>	460	0	0	460
Other Contributions	25	0	0	25

<b>Total Programme</b>	<b>97,593</b>	<b>51,765</b>	<b>44,917</b>	<b>194,275</b>
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## 15 Revenue Implications

15.1 On the basis of the position outlined in Part B above, Table 8 summarises the Revenue Implications of the proposed capital investment.

**Table 8: Revenue Implications**

	2019/20 £000	2020/21 £000	2021/22 £000	TOTAL £000
Running Costs	784	162	67	1013
Capital Charges	4,895	2,588	2,243	9,726
<b>Revenue Implications</b>	<b>5,679</b>	<b>2,750</b>	<b>2,310</b>	<b>10,739</b>

**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>	yes

**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 The decision in this report has no direct impact on crime and disorder. Projects within the programmes being agreed here may have some positive effect on the fear of crime. Where this is the case, individual project appraisals will reference the impact.

### **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?

Much of the capital programme is centred on improving the health of our road network so that it will survive changing weather patterns. Similarly, the Flood Integral Appendix B Risk and Coastal Defence programme is about dealing with known flooding issues, and making low-maintenance sustainable improvements that are able to cope with high rainfall for years to come.

**Economy, Transport and Environment**

Ref	Project	Construction Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2019/20 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
1	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
2	Structural Maintenance - A31 Near Alton	900	100	-	1,000	-	50
3	Structural Maintenance - A33 North of Basingstoke	675	75	-	750	-	38
4	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		12,304	1,375	-	13,679	-	681
<b>Schemes Supported by the Government and Other External Bodies</b>							
5	Whitehill Bordon, A325 Integration +	2,454	816	-	3,270	-	164
6	Whitehill Bordon, Budds Lane *	2,565	855	-	3,420	-	171
7	Botley Bypass Phase1	4,500	1,500	-	6,000	-	300
8	A30 Corridor Brighton Hill Improvements, Basingstoke +	14,119	4,709	-	18,828	-	941
9	Redbridge Lane Roundabout (Bakers Drove), Nursling *	1,875	625	-	2,500	-	125
10	Farnborough Corridor - Lynchford Road Improvements *	6,150	2,050	-	8,200	-	410
11	Farnborough Corridor - Invincible Road Improvements *	375	125	-	500	-	25
12	High Street, West End Accessibility Improvements *	188	62	-	250	-	13
13	A3090 Winchester Road/ Halterworth Lane, Romsey *	431	143	-	574	-	29

**Capital Programme - 2019/20**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	1	12	Structural maintenance to improve road conditions.	1
	4	6	Structural maintenance to improve road conditions.	2
	4	6	Structural maintenance to improve road conditions.	3
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies.	4
N/A	2	18	Integration of new relief road with current A325	5
N/A	1	5	Pedestrian and cycle improvements	6
N/A	1 / (2021)	24	New road construction	7
N/A	1 / (2021)	24	Road improvements	8
N/A	1	7	Road improvements	9
N/A	4	18	Junction and capacity improvements	10
N/A	4	6	Junction and capacity improvements	11
N/A	2	4	Pedestrian accessibility improvements	12
N/A	1	7	Junction Improvements	13
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2019/20 Schemes (continued)</b>							
14	Hambledon Rd, Waterlooville - Toucan and Cycling Imps, Waterlooville*	188	62	-	250	-	13
15	Over Wallop Village - Traffic Management, Phase 2 *	249	83	-	332	-	17
16	Romsey Road/Clifton Terrace, Winchester - Pedestrian Crossing *	361	120	-	481	-	24
17	Bishops Waltham Village Access Improvements *	203	68	-	271	-	14
18	Whitchurch Access & Traffic Management *	291	97	-	388	-	19
19	Hook to Dilly Lane, Hartley Wintney Cycle Route *	334	111	-	445	-	22
20	Town Mill, Andover - Access to Car Park Improvements*	248	82	-	330	-	17
21	Town Mill, Andover - Riverside/Pocket Park Improvements+	390	130	-	520	-	26
22	Walling Island (South Side) Accessibility Improvements *	176	59	-	235	-	12
23	Andover Railway Station *	244	81	-	325	-	16
24	Roman Way/Viking Way/Smanell Road Traffic Calming, Andover *	225	75	-	300	-	15
25	Jermyns Lane to Braishfield, Romsey*	263	87	-	350	-	18
26	Kings School, Winchester *	225	75	-	300	-	15
27	AQS programme - Rushmoor A331 NO <sub>2</sub> Speed Reduction*	284	94	-	378	-	19
28	AQS programme - Basingstoke A339 NO <sub>2</sub> Speed Reduction*	284	94	-	378	-	19
29	AQS programme - Fareham, NO <sub>2</sub> Bus Stop RTI*	266	88	-	354	-	18
30	AQS programme - Fareham, NO <sub>2</sub> Cycle Infrastructure*	420	140	-	560	-	28

**Capital Programme - 2019/20**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	2	3	Pedestrian and cycling improvements	14
N/A	1	4	Traffic calming on Wallop Rd and reclassification of the B3084	15
N/A	1	3	New puffin crossing with associated improvements and junction work	16
N/A	2	3	Access improvements for pedestrians and cyclists to village centre	17
N/A	2	3	Cycle and Accessibility improvements and A34 Off-Slip TM	18
N/A	4	4	Cycle route	19
N/A	1	4	New access to Town Mill car park for vehicles from A3057 ring road	20
N/A	3	4	Environmental enhancements at Riverside area and Pocket Park	21
N/A	1	4	Pedestrian improvements	22
N/A	1	4	Improvements to promote sustainable travel.	23
N/A	3	4	Traffic calming & safety imp for pedestrians travelling to/from school	24
N/A	1	4	Construction of footway	25
N/A	1	1	Pedestrian/cyclist safety and accessibility improvements.	26
N/A	3	3	Scheme to support air quality enhancements	27
N/A	3	3	Scheme to support air quality enhancements	28
N/A	3	4	RTI installation	29
N/A	3	3	Cycling improvements	30
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				



**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2019/20 Schemes (continued)</b>							
31	AQS programme - Rushmoor Bractfords Roundabout NO <sub>2</sub> Scheme*	329	110	-	439	-	21
32	A32/Wych Lane lane Junction Improvements, Gosport*	1,187	394	-	1,581	-	79
33	A27 Portchester Precinct*	450	150	-	600	-	30
34	Schemes Costing Less than £250,000	1,176	391	-	1,567	-	78
35	Safety Schemes #	750	250	-	1,000	-	50
36	Minor Improvements (part #) +	563	187	-	750	-	38
37	Structural Maintenance of Roads and Bridges #	25,415	2,823	-	28,238	-	1,412
<b>Total Programme Supported by the Government and other bodies</b>		67,178	16,736	-	83,914	779	4,198
<b>Total Programme</b>					97,593	779	4,879

**Capital Programme - 2019/20**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	4	5	Scheme to support air quality enhancements	31
N/A	1	4	Junction improvements	32
N/A	2	6	Safety improvements	33
N/A	1	12	Local Improvements Sub-programme	34
N/A	1	12	Casualty reduction programme.	35
N/A	1	12	Improvement schemes costing less than £70,000 each.	36
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	37
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2020/21 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
38	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
39	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
40	Fullford Bridge Flats Junction Imps Phase 2 - Fourth Arm+	825	275	-	1,100	-	55
41	Blackwater Valley Gold Grid*	1,125	375	-	1,500	-	75
42	A340 Safety and Accessibility Improvements, Basingstoke*	225	75	-	300	-	15
43	Chapel Hill Cycle & Accessibility Improvements, Basingstoke*	188	62	-	250	-	13
44	A33 Additional Junctions, Basingstoke*	488	163	-	651	-	33
45	A339/B3349 Junction Improvements, Alton*	727	243	-	970	-	49
46	Anstey Road/Anstey Lane, Alton Junction Improvements*	225	75	-	300	-	15
47	Horndean Access Improvements*	338	112	-	450	-	23
48	A27 Barnes Lane Junction Improvements*	488	162	-	650	-	33
49	Walworth RAB/A3093/A3057, Andover*	637	213	-	850	-	43
50	Sustainable Eastern Access, Andover*	525	175	-	700	-	35
51	London Road/Eastern Avenue, Andover*	229	77	-	306	-	15

**Capital Programme - 2020/21**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
			<b>The following schemes all reflect the Corporate Priorities</b>	
N/A	1	12	Structural maintenance to improve road conditions.	38
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	39
N/A	4	6	Addition of fourth arm on roundabout	40
N/A	3	12	Bus route improvements	41
N/A	2	4	Cycleway and upgraded road surface to improve safety	42
N/A	4	4	Improve general access to and from development	43
N/A	4	6	Provision of right turn lane on A33	44
N/A	4	9	Junction improvements (enhance capacity)	45
N/A	1	3	Junction improvements for peds/cyclists and enhanced capacity	46
N/A	1	4	Pedestrian and cycle accessibility imps and traffic management	47
N/A	3	6	Capacity improvements	48
N/A	1	8	Signalisation of rbt and improvements to ped/cycle infrastructure	49
N/A	1	7	Improvements to sustainable access	50
N/A	1	3	Junction imps at Eastern Ave/London Street	51
			# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded	

**Economy, Transport and Environment**

Ref	Project	Construct- ion Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2020/21 Schemes (continued)</b>							
52	London Road/The Middleway, Andover*	241	80	-	321	-	16
53	Schemes Costing Less than £250,000	1,125	375	-	1,500	-	75
54	Safety Schemes #	750	250	-	1,000	-	50
55	Minor Improvements (part #) +	563	187	-	750	-	38
56	Structural Maintenance of Roads and Bridges #	25,414	2,824	-	28,238	-	1,412
<b>Total Programme Supported by the Government and other bodies</b>		34,113	5,723	-	39,836	162	1,995
<b>Total Programme</b>					51,765	162	2,588

**Capital Programme - 2020/21**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	1	3	Road safety improvements	52
N/A	1	12	Local Improvements Sub-programme	53
N/A	1	12	Casualty reduction programme.	54
N/A	1	12	Improvement schemes costing less than £70,000 each.	55
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	56
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				

**Economy, Transport and Environment**

Ref	Project	Construction Works	Fees	Furniture Equipment Vehicles	Total Cost (excluding sites)	Revenue Effect in Full Year	
						Running Costs	Capital Charges
		£'000	£'000	£'000	£'000	£'000	£'000
<b>2021/22 Schemes</b>							
<b>Schemes Supported from Local Resources</b>							
57	Structural Maintenance of Non Principal Roads #	10,641	1,182	-	11,823	-	591
58	Flood and Coastal Defence Management	88	18	-	106	-	2
<b>Total Programme Supported by Local Resources</b>		10,729	1,200	-	11,929	-	593
<b>Schemes Supported by the Government and Other External Bodies</b>							
59	Whitehill Bordon - A325/B3004 - Basingstoke Lights Junction*	750	250	-	1,000	-	50
60	Safety Schemes #	1,125	375	-	1,500	-	75
61	Minor Improvements (part #) +	563	187	-	750	-	38
62	Schemes Costing Less than £250,000	1,125	375	-	1,500	-	75
63	Structural Maintenance of Roads and Bridges (part #)	25,415	2,823	-	28,238	-	1,412
<b>Total Programme Supported by the Government and other bodies</b>		28,978	4,010	-	32,988	67	1,650
<b>Total Programme</b>					44,917	67	2,243

**Capital Programme - 2021/22**

Site Position	Contract Start		Remarks	Ref
	Date	Duration		
	Qtr	Months		
<b>The following schemes all reflect the Corporate Priorities</b>				
N/A	1	12	Structural maintenance to improve road conditions.	57
N/A	-	-	Provision for works and strategies for coastal sites and flood defence including match funding for joint funded schemes with external bodies	58
N/A	1	10	Junction improvements	59
N/A	1	12	Casualty reduction programme.	60
N/A	1	12	Improvement schemes costing less than £70,000 each.	61
N/A	1	12	Local Improvements Sub-programme	62
N/A	1	12	Structural maintenance to improve road conditions and structural maintenance and strengthening of bridges.	63
# Projects controlled on an accrued expenditure basis + Projects partly funded from external contributions * Projects externally funded				



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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport		
<b>Date:</b>	15 January 2019		
<b>Title:</b>	2019/20 Revenue Budget Report for Environment and Transport		
<b>Report From:</b>	Director of Economy, Transport and Environment and Deputy Chief Executive and Director of Corporate Resources		
<b>Contact name:</b>	Stuart Jarvis Sue Lapham		
<b>Tel:</b>	01962 845260 01962 847804	<b>Email:</b>	<a href="mailto:stuart.jarvis@hants.gov.uk">stuart.jarvis@hants.gov.uk</a> <a href="mailto:sue.lapham@hants.gov.uk">sue.lapham@hants.gov.uk</a>

#### 1. Recommendations

To approve for submission to the Leader and the Cabinet:

- 1.1. The revised revenue budget for 2018/19 as set out in Appendix 1.
- 1.2. The summary revenue budget for 2019/20 as set out in Appendix 1.

#### 2. Executive Summary

- 2.1. The purpose of this report is to set out proposals for the 2019/20 budget for Environment and Transport services in accordance with the Council's Medium Term Financial Strategy (MTFS) approved by the County Council in September 2018.
- 2.2. The deliberate strategy that the County Council has followed to date for dealing with grant reductions and the removal of funding that was historically provided to cover inflation, coupled with continued demand pressures over the last decade is well documented. It involves planning ahead of time, through a two-yearly cycle, releasing resources in advance of need and using those resources to help fund transformational change.
- 2.3. This strategy has served the County Council, and more particularly its services and community well, as it has delivered transformation programmes on time and on budget allowing maximum planning time and minimising disruption. Put simply, it is an approach that has ensured Hampshire County Council has continued to avoid the worst effects of funding reductions that have started to blight other local authorities.
- 2.4. In line with this financial strategy there were no new savings proposals presented as part of the 2018/19 budget setting process and the budget was

balanced through the use of the Grant Equalisation Reserve (GER). Targets for 2019/20 based on a reduction of approaching 19% in cash limited spend, were approved by the County Council in July 2016 as part of the MTFS to 2020. Proposals to meet these targets were approved by Executive Members, Cabinet and County Council in October and November 2017 and are being implemented through the Transformation to 2019 (Tt2019) Programme.

- 2.5. The report also provides an update on the financial position for the current year. Overall the outturn forecast for Environment and Transport services for 2018/19 is a saving of £6.117m resulting from planned early achievement of Tt2019 savings as well as adopting a cautious approach to business as usual budget with tight control of vacancy management and non-pay budgets in the light both of delivery challenges around the Tt2019 Programme and the need for future savings.
- 2.6. The proposed budget for 2019/20 analysed by service is shown in Appendix 1.
- 2.7. This report seeks approval for submission to the Leader and Cabinet of the revised budget for 2018/19 and detailed service budgets for 2019/20 for Environment and Transport services. The report has been prepared in consultation with the Executive Member and will be reviewed by the Economy, Transport and Environment Select Committee. It will be reported to the Leader and Cabinet on 1 February 2019 to make final recommendations to County Council on 14 February 2019.

### **3. Context and Priorities**

- 3.1. The current financial strategy which the County Council operates works on the basis of a two-year cycle of delivering change to release resources and close the anticipated budget gap. This provides the time and capacity to properly deliver major transformation programmes every two years, with deficits in the intervening years being met from the Grant Equalisation Reserve (GER) and with any early delivery of resources retained by departments to use for cost of change purposes or to cash flow delivery and offset service pressures. The model has served the authority well.
- 3.2. The County Council's strategy placed it in a very strong position to produce a 'steady state' budget for 2018/19 and safely implement the next phase of changes through the Transformation to 2019 (Tt2019) Programme to deliver savings totalling £140m.
- 3.3. The Tt2019 Programme is progressing well and to plan, but it is clear that bridging a further gap of £140m is extremely difficult and will take longer to achieve in order to avoid service disruption. The Chief Executive's report entitled Transformation to 2019 – Report No. 5 was presented to Cabinet in December 2018 and outlined the positive progress being made.
- 3.4. The anticipated delay in the delivery of some elements of programme has been factored into our medium-term planning to ensure that sufficient one-off funding exists both corporately and within departments to meet any potential gap over the period. Taking up to four years to safely deliver service changes rather than being driven to deliver within the two-year financial target



requires the careful use of reserves as part of our overall financial strategy and further emphasises the value of our reserves strategy.

- 3.5. Budget setting for 2019/20 will therefore be different in that the majority of decisions in respect of major changes to the budget were taken early. However other factors will still affect the budget, such as council tax decisions and inflation, but these will not be as significant as the transformation programme that has already been put in place.
- 3.6. The MTFS approved by the County Council in September 2018 flagged that the expectation was for minimal change to the provisional Local Government Finance Settlement for 2019/20, the final year of the Comprehensive Spending Review (CSR). However, it was acknowledged that the Budget in the autumn could potentially contain some additional information that could impact our planning assumptions.
- 3.7. In overall terms, the announcements in the Budget had very little impact on the revenue position reported in the MTFS, although there were some welcome announcements in respect of one-off additional funding for both adults' and children's social care and for highways. Although this funding falls far short of the amount required and is only one-off, it does however signal that some of the pressures on local government are being recognised by the Treasury and the hope is that this will feed through to further changes within next year's CSR.
- 3.8. The provisional Local Government Settlement announced on 13 December confirmed the grant figures for 2019/20 broadly in line with the four year settlement and there has been no change to the council tax thresholds, with the exception of the police precept. The other key elements of the provisional settlement were:
  - The County Council's Revenue Support Grant (RSG) was reduced to zero in 2019/20 as part of the original four year settlement. On top of this a further £1.6m was lost as a result of 'negative RSG' which reduced the top up grant from business rates. The Government has announced that there will be no 'negative RSG' in 2019/20 and this therefore represents a benefit of £1.6m to the County Council next year.
  - A £180m surplus from the business rates levy account will be distributed pro rata to the Settlement Funding Assessment (SFA) which is a proxy for the relative need of each local authority - the County Council's allocation is £1.8m.
  - The continuation of 100% pilots in Devolution Deal Areas and fifteen 75% business rates retention pilots. Hampshire County Council's bid was unsuccessful but Portsmouth, Southampton and the Isle of Wight have had their existing pilot extended, albeit at a lower retention level (2018/19 was 100% retention).
  - £20m has been added to the settlement to maintain the New Home Bonus (NHB) baseline at 0.4% (only growth in new homes above this baseline level attract the NHB). Hampshire will receive approaching £4.9m from the NHB and this is already factored into the MTFS for next year.

- The provisional settlement confirmed the allocations of adult social care funding announced in the Budget but the Green Paper for adult social care which was originally due to be published in summer 2018 has been delayed further until next year.
- 3.9. Environment and Transport services have been developing their service plans and budgets for 2019/20 and future years in keeping with the County Council's priorities and the key issues, challenges and priorities for the Economy, Transport and Environment Department are set out below.

#### **4. Departmental Challenges and Priorities**

- 4.1. The Department's overarching budget strategy continues a relentless focus on core service delivery around Highways, Waste Management, Transport and statutory planning services (budget priorities relating to Economic Development, a further key service priority for the Department, are now reported to the Executive Member for Economic Development).
- 4.2. After allowing for the removal of the major 2017 savings in highways maintenance resulting from the new Hampshire Highway Service Contract (HHSC), of the £27.6m overall revenue budget provision for highways maintenance services in 2019/20, 57% is required either to cover street lighting PFI contractual payments and energy costs or set aside for winter and other weather emergency responses with just 43% available for routine maintenance and safety defects (the equivalent percentage figures for maintenance in 2016/17 was 50%). While the HHSC has already delivered £4.8m of savings in highways works and facilitated a further £1m of savings in the highways operating model its successful implementation in August 2017 now embeds a commitment to closer, collaborative working to develop further service innovation and efficiencies.
- 4.3. The Department continues to look to retain services, capacity and expertise by charging for services or developing a broader client base for sold services where possible. While movement in this area is still required, the County Council remains in discussion with the Government over user charging and these discussions have broadened out to include areas such as the potential to charge for issuing Concessionary Fares passes in addition to a universal access charge for Household Waste Recycling Centres.
- 4.4. Waste volume growth (due to demographic growth) and falling recycling rates (reflecting the national trend) continue to represent a significant risk to the financial position of the Department; addressing the challenges remains a key priority for the Department. Progress has been made in this area with the approval by the Executive Member for Environment and Transport in November 2017 of a new waste strategy together with recent constructive discussions with District Councils as Waste Collection Authorities around more collaborative approaches to recycling. The proposed new Single Materials Recovery Facility (MRF) would be expected to play a major role in increasing recycling and reducing the overall cost of waste disposal. The waste service budget will however continue to be sensitive to changes in statutory waste definitions and fluctuations in markets or currencies which affect the value of recycled materials such as metal or paper or the treatment costs of materials like wood.

## **5. 2018/19 Revenue Budget**

- 5.1. The original cash limited budget for 2018/19 included the early achievement of Tt2019 proposals of £3.840m during the year. This figure has been exceeded by £814,000 and, after applying £2.374m of this total to fund one-off investment and costs to support transformational change during the year, the net early delivery achieved can be transferred to cost of change reserves and used to fund future transformational change or to cash flow delivery and offset service pressures.
- 5.2. Enhanced financial resilience reporting, which looks not only at the regular financial reporting but also at potential pressures in the system and the achievement of savings being delivered through transformation, has continued through periodic reports to the Corporate Management Team (CMT) and to Cabinet.
- 5.3. The budget for Environment and Transport services has been updated throughout the year and the revised budget is shown in Appendix 1. The net increase of £2.341m is made up of:
  - A one-off addition of £2m of local resources to the highways maintenance budget.
  - Inflation (e.g. pay award & business rates uplift) of £565,000.
  - A net increase to the waste disposal budget of £132,000 covering volume growth pressures.
  - A contribution towards the Parish Lengthsman Scheme of £35,000 from the Culture, Communities and Business Services Department.
  - Budget transfers of £281,000 relating to services e.g. Chichester Harbour moved out of the Environment and Transport cash limit.
  - One-off cost of change funding transferred to Culture, Communities and Business Services Department (hosting the fly-tipping co-ordination post) plus other minor adjustments (reduction of £110,000).
- 5.4. Over the past months the Government has announced several initiatives with relation to waste disposal and recycling including a consultation on a Deposit Return Scheme and the Resources and Waste Strategy published on 18 December 2018. The resulting uncertainty about the wider regulatory and financial environment in which the service will operate in future has impacted on the County Council's progress with the MRF project which underpins the planned Tt2019 saving for waste disposal. Some £3.1m of the Department's Tt2019 savings will be delayed so the County Council can better understand the Government's intentions and ensure appropriate facilities are constructed.
- 5.5. The expected outturn forecast for 2018/19 is a saving of £6.117m resulting from planned early achievement of Tt2019 savings as well as adopting a cautious approach to business as usual budget with tight control of vacancy management and non-pay budgets in the light both of delivery challenges around the Tt2019 programme and the need for future savings. This sum will be transferred to the Department's cost of change reserve at the end of the year in line with the County Council's financial strategy to be used to fund future transformational change or to cash flow delivery and offset service pressures.

## **6. 2019/20 Revenue Budget Pressures and Initiatives**

- 6.1. Staff recruitment and retention continues to be challenging, in particular for areas such as engineering, planning and specialist environmental services, and the cost and availability of temporary agency staff in these areas continues to create pressures. The Department is continuing to develop initiatives such as apprenticeships, including at graduate level, and working collaboratively with universities and strategic partners to secure access to the capacity needed. However, the size and scope of the Capital Programme, which is delivering major infrastructure improvements in Hampshire, does mean that particular pressures are being felt in professional services and project delivery areas of the Department.
- 6.2. Although the new contract and operating model are designed to maximise the service provision from reduced resources the budget available for routine maintenance and safety defects in 2018/19 is at the lowest level for many years in real terms. Experience from previous years of where the Department has implemented or proposed savings, particularly in 'universal' service areas like Highways or Household Waste Recycling Centre (HWRC) operations, indicates that there will be an increase in contact from members of the public and also from MPs and others who expect previous service levels to continue and challenge responses that indicate that services levels have been reduced or withdrawn. The combination of reduced staffing levels (since 2010 the Department has reduced its core permanent staff numbers by around 25%) and the lower operational budget provision mean it will be challenging to respond to these demands.
- 6.3. Many of the Department's services have interdependencies with both District Councils and government agencies (e.g. waste, flood risk management) and successfully addressing the challenge of maintaining good relationships while all organisations face pressures to reduce costs against a backdrop of uncertainty around arrangements for the future delivery of local public services will be important.

## **7. 2019/20 Revenue Savings Proposals**

- 7.1. The Department was given a final savings target for 2019/20 of £15.805m by the County Council in February 2018 following County Council agreement that officers would continue to explore all viable options to revise or refine the savings proposals agreed with particular regard to service continuity in areas such as community transport, school crossing patrols and waste and recycling centres, while recognising that any modification to any proposal must be consistent with the financial and time imperatives of the overall programme. Proposals to meet these targets were approved by Executive Members, Cabinet and County Council in October and November 2017 and have been developed through the Tt2019 Programme.
- 7.2. Of this target, £15.685m relates to Environment and Transport services with the balance found from Economic Development.
- 7.3. During the last year, the Department has been progressing the implementation of these proposals, which have been subject to regular reporting to Cabinet and CMT.

- 7.4. It is now anticipated that full year savings of £11.897m will be achieved in 2019/20 with the shortfall of £3.908m against the target being made up from the cost of change reserve.
- 7.5. The main reasons for the shortfall relate to:
- Waste disposal £3.1m – As outlined in paragraph 5.4 above, recent Government initiatives in this area have generated uncertainty about the wider regulatory and financial environment in which the service will operate in future and this has impacted on the County Council's progress with the MRF project which underpins the planned Tt2019 saving for waste disposal. The Government's Resource and Waste Strategy was published on 18 December 2018 but the savings resulting from the MRF are expected to be delayed by at least one year.
  - Parking £0.8m – A timing delay of up to one year due to the need to give sufficient notice to District Councils currently operating on-street parking on the County Council's behalf under agency agreements and to ensure arrangements to deliver a full cost recovery approach consistently across the county are in place. The take up of revised agency arrangements is expected to be significantly reduced across the district councils.

These issues and the increasing extent to which the Department's savings programmes are dependent at least in part on the actions and decisions of others emphasise the importance of the Department's approach in taking savings early when possible and adopting a cautious approach to business as usual budget with tight control of vacancy management and non-pay budgets so one-off cost of change funding continues to be available to bridge these timing shortfalls.

- 7.6. Rigorous monitoring of the delivery of the programme will continue during 2019/20, to ensure that the Department is able to stay within its cash limited budget as set out in this report.
- 7.7. This early action in developing and implementing the savings programme for 2019/20 means that the County Council is in a strong position for setting a balanced budget in 2019/20 and that no new savings proposals will be considered as part of the budget setting process for the next financial year.

## **8. 2019/20 Revenue Budget Other Expenditure**

- 8.1. The budget includes some items which are not counted against the cash limit.
- 8.2. For Environment and Transport this is:
- £648,000 relating to the Flood Protection Levies paid annually to the Environment Agency. These funds are received and distributed by the Regional Flood and Coastal Committees for flood defence works across their regions.
  - £193,000 relating to the precept paid each year to the Chichester Harbour Conservancy for the conservancy, maintenance and improvement of the Harbour and the Amenity Area for recreation and leisure, nature conservation and natural beauty.

## **9. Budget Summary 2019/20**

- 9.1. The budget update report presented to Cabinet in December included provisional cash limit guidelines for each department. The cash limit for the Economy, Transport and Environment Department in that report was £102.023m of which £101.273m relates to Environment and Transport services. This was a reduction of £10.476m against the original 2018/19 budget.
- 9.2. At that stage the cash limit guidelines did not include an allowance for the second year of the two year pay award covering the 2018/19 and 2019/20 financial years. However, the required allocations have now been finalised and have been added – full details will be included in the February budget setting report. For Environment and Transport this amount is £0.817m and increases the cash limit to £102.090m which represents a net reduction of £9.659m.
- 9.3. This net reduction is made up as follows:
- The removal of the Tt2019 savings of £15.685m
  - The three-year funding arrangement providing £1m per year to develop a pipeline of major transport schemes ends in 2018/19 and the associated funding has therefore been removed from the Department's budget. Alternative arrangements to access the strategic development and infrastructure funding of £2m per year across the whole Council for the next three years agreed by Cabinet and the County Council in February 2018 are expected to allow this work to continue in 2019/20 and beyond.
  - The full year effect of budget reductions from services (e.g. Chichester Harbour) transferred out of the Environment and Transport cash limit of £292,000.
  - Inflation and allowable growth pressures (mainly relating to waste disposal and highways maintenance) of £5.764m.
  - The pay inflation adjustment referred to in paragraph 9.2 above of £817,000.
  - An increase to the waste disposal budget of £726,000 covering forecast volume growth pressures.
  - Other minor adjustments adding £11,000 in total.
- 9.4. Appendix 1 sets out a summary of the proposed budgets for the service activities provided by Environment and Transport for 2019/20 and shows that these are within the cash limit, including provision for the 2019/20 pay award, set out above.
- 9.5. In addition to these cash limited items there are further budgets which fall under the responsibility of the Economy, Transport and Environment Department, which are shown in the table below:

	<b>2019/20</b>	
	<b>£'000</b>	<b>£'000</b>
Cash Limited Expenditure	139,327	
Less Income (Other than Government Grants )	(37,237)	
<b>Net Cash Limited Expenditure</b>		<b>102,090</b>
Flood Protection Levy		648
Chichester Harbour Conservancy		193
Less Government Grants:		
• Lead Local Flood Authority	(96)	
• Bikeability	(305)	
• Bus Service Operators Grant	(1,068)	
Total Government Grants		(1,469)
<b>Total Net Expenditure</b>		<b>101,462</b>

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

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Transformation to 2019 – Revenue Savings Proposals (Executive Member for Environment and Transport) <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=170&amp;MId=438">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=170&amp;MId=438</a>	19 September 2017
Medium Term Financial Strategy Update and Transformation to 2019 Savings Proposals <a href="https://democracy.hants.gov.uk/mgAi.aspx?ID=3194#mgDocuments">https://democracy.hants.gov.uk/mgAi.aspx?ID=3194#mgDocuments</a>	Cabinet - 16 October 2017 County Council – 2 November 2017
Revenue Budget and Precept 2018/19 and Capital Programme 2018/19 to 2020/21 <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=329">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=163&amp;MId=329</a>	Cabinet – 5 February 2018 County Council – 22 February 2018
Looking Ahead - Medium Term Financial Strategy <a href="https://democracy.hants.gov.uk/ieIssueDetails.aspx?Id=10915&amp;PlanId=0&amp;Opt=3#A18687">https://democracy.hants.gov.uk/ieIssueDetails.aspx?Id=10915&amp;PlanId=0&amp;Opt=3#A18687</a>	Cabinet - 18 June 2018 County Council – 20 September 2018
Budget Setting and Provisional Cash Limits 2019/20 (Cabinet) <a href="https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=3479">https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&amp;MId=3479</a>	10 December 2018



**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.)**

Document

Location

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 budget setting process for 2019/20 does not contain any proposals for major service changes which may have an equalities impact. Proposals for budget and service changes which are part of the Transformation to 2019 Programme were considered in detail as part of the approval process carried out in October and November 2017 and full details of the Equalities Impact Assessments relating to those changes can be found in Appendices 4 to 7 in the October Cabinet report linked below:

<https://democracy.hants.gov.uk/ieListDocuments.aspx?CId=134&MId=737>

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

2.1 The report does not contain any proposals which impact on crime and disorder.

#### **Climate Change:**

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

The report does not contain any proposals which impact on our carbon footprint or 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 report contains no proposals which will impact on climate change.

## Budget Summary 2019/20 – Environment and Transport

<b>Service Activity</b>	<b>Original Budget 2018/19 £'000</b>	<b>Revised Budget 2018/19 £'000</b>	<b>Proposed Budget 2019/20 £'000</b>
Highways Maintenance	11,392	14,024	12,244
Street Lighting	9,969	9,969	10,125
Winter Maintenance	6,144	5,594	5,732
Concessionary Fares	13,118	13,118	13,222
Other Public Transport	5,297	5,441	3,249
Road Safety & Traffic Management	1,292	1,400	1,543
Other Highways, Traffic & Transport Services	(48)	(46)	(996)
Staffing and Operational Support	9,405	10,157	7,324
<b>Highways, Traffic and Transport</b>	<b>56,569</b>	<b>59,657</b>	<b>52,443</b>
Waste Disposal	46,315	47,106	45,044
Environment	319	305	297
Strategic Planning	967	1,038	762
Chichester Harbour Conservancy	193		
<b>Waste, Planning and Environment</b>	<b>47,794</b>	<b>48,449</b>	<b>46,103</b>
<b>Departmental and Corporate Support</b>	<b>3,546</b>	<b>3,704</b>	<b>3,494</b>
<b>Early achievement of savings</b>	<b>3,840</b>	<b>2,280</b>	<b>50</b>
<b>Net Cash Limited Expenditure</b>	<b>111,749</b>	<b>114,090</b>	<b>102,090</b>

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	15 January 2019
<b>Title:</b>	Project Appraisal: Access to Aldershot Station
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Adam Bunce

**Tel:** 01962 832276

**Email:** adam.bunce@hants.gov.uk

#### 1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the Project Appraisal for Access to Aldershot Station, as outlined in this report.
- 1.2. That approval be given to procure and spend and enter into necessary contractual arrangements (in consultation with the Head of Legal Services) to implement the proposed highway improvements that form part of the Access to Aldershot Station scheme, as set out in this report, at an estimated cost of £335,000 to be funded from Developer Contribution and Public Realm Improvement Fund.
- 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.
- 1.4. That authority is given to enter into a funding agreement with Rushmoor Borough Council (in consultation with the Head of Legal Services) for the delivery of proposed improvements to the Aldershot Train Station Forecourt, which form part of the Access to Aldershot Station scheme.
- 1.5. That, subject to a satisfactory funding agreement between Hampshire County Council and Rushmoor Borough Council, £217,000 of Developer Contributions are transferred to Rushmoor Borough Council to implement the proposed improvements to the Aldershot Train Station Forecourt, which together with the proposed highways improvements constitute the Access to Aldershot Station scheme.

#### 2. Executive Summary

- 2.1. The purpose of this paper is to provide details of a proposed scheme to implement an integrated transport scheme in Aldershot involving accessibility and sustainability improvements on the highway network and

accessibility, sustainability, and environmental improvements within the Aldershot Train Station forecourt.

- 2.2. This paper seeks to outline the background on highway improvements on the road network and provide justification for the recommendation for Hampshire County Council to contribute £217,000 to Rushmoor Borough Council as part of the Station Forecourt scheme.
- 2.3. The proposed integrated scheme involves three separate stages: works on the road network as outlined in this paper; works at the entrance to the train station; and works within the station forecourt. Rushmoor Borough Council have responsibility for delivering works at the entrance to the train station and within the station forecourt. The Borough are also managing the design and implementation of the road network improvements on behalf of Hampshire County Council under the terms of the agency agreement.
- 2.4. Integrating all three stages will result in a more consistent delivery and reduction in overall costs. Therefore, it is proposed for Hampshire County Council to deliver the highway improvements on the road network using Rushmoor Borough Council to carry out the design function under terms of the agency agreement for a total cost of £335,000 along with Hampshire County Council contributing £217,000 to Rushmoor Borough Council for the station forecourt scheme. This approach will enable a seamless delivery of one integrated transport scheme that will result in transport, access, and sustainability improvements for Aldershot.
- 2.5. This approach means Hampshire County Council will promote and take responsibility for all works within the highway improvements scheme and Rushmoor Borough Council will promote and take responsibility for all works within the Station Forecourt scheme.
- 2.6. Consideration was given to Hampshire County Council taking responsibility for delivery of the integrated scheme. However, this involved the transfer of funding for the station and forecourt elements from Rushmoor Borough Council, M3 Local Enterprise Partnership (LEP), and South Western Railway. It was felt this approach was a more convoluted route and also placed all delivery risk with Hampshire County Council including the possibility of cost escalation.
- 2.7. Surveys will be undertaken following implementation to determine increase in sustainable travel in the town and at the train station. Traffic journey time surveys will be undertaken following implementation to determine if the highway network enhancements results in improvements to traffic flow in the town. Rushmoor Borough Council will be responsible for all reporting to the M3 LEP.

### 3. Background

- 3.1. The train station, which is co-located adjacent to the bus station, is situated to the south of the town centre with the main pedestrianised shopping area approximately five minutes walk away. The station is linked with the town centre by a network of streets, roughly on a grid pattern with Station Road and Victoria Road providing the main access routes for all modes to the town centre facilities. Vehicular access to the train station is via Station Road utilising the one-way systems on Arthur Street and Windsor Way.
- 3.2. It is anticipated that the recent and proposed development in Aldershot will increase the number of all trips (pedestrians, cycling, public transport and private motor vehicles) to and from the town on a daily basis. Many of these will be new trips, including redistributed trips, and therefore represents an opportunity to encourage sustainable travel choices by making and promoting improvements to the local walking and cycling links.
- 3.3. Two examples of development in the town include the completed Westgate Centre (seven-screen cinema, Morrisons food store, Travelodge, and restaurants) and the Wellesley Development (3,850 dwellings and supporting services to the north of the town centre known as the Aldershot Urban Extension – AUE).
- 3.4. The Rushmoor Borough Transport Statement recognises the need for improved access and facilities at the train station. The statement specifically identifies the need to, *'Improve interchange facilities at Aldershot including better car parking, enhanced cycle parking and improved Disability Discrimination Act compliant access to platforms'*.
- 3.5. The same objectives were previously aired in the Aldershot Town Access Plan (TAP). Access issues both to and at the station are identified within the TAP and a key objective is to *'Provide improved facilities and access at the rail station'*. The TAP goes on to state that *'The key improvement would be the removal of most of the one way streets which encourage higher speeds and wasted miles travelled.'* It has been reported the one-way system on Arthur Street and Windsor Way causes additional mileage with traffic routed via Station Road to reach A323 High Street. To reduce mileage and improve safety for cyclists it is recommended to change the one-way systems on Arthur Street and Windsor Way.
- 3.6. It is anticipated that these changes at the Station Road junction with Arthur Street will improve the access for all users by providing wider footways and environmental enhancements as well as reducing unnecessary car miles and improving journey times, particularly for the buses. These alterations have also been modelled by Hampshire County Council to check that the revised junction arrangement operates as well as the roundabout option previously tested, and still satisfies the scheme brief.
- 3.7. The highway network improvements are focussed on improving accessibility to the train station and its immediate surroundings. The Access to Aldershot

Station scheme includes a funding contribution from the Public Realm Improvements Programme (PRIP) and as such needs to focus on the environmental improvements required to make the Station more accessible. The aim is therefore to improve access for all both to and from Aldershot Train Station, with changes to the one-way system seeking to reduce bus journey times and wasted mileage.

- 3.8. Highway improvements on the road network within the vicinity of Aldershot Train Station will provide greater access for all modes of transport. In particular, the scheme provides an opportunity to create a new cycle route from the train station to an existing cycle route north of the town on the A323.
- 3.9. Rushmoor Borough Council has funding to improve Aldershot Station Forecourt. This includes access improvements and environmental improvements to create a more welcoming atmosphere and encourage footfall to the station. The station forecourt improvements will include a cycle hub with secure parking facilities.
- 3.10. The objectives of the overall Access to Aldershot Station scheme are:
- To emphasise points of access into and out of the station;
  - Provide opportunities to increase economic activity in this area, with associated 'spill-out' space linked to the Enterprise M3's Step Up Town Status;
  - Provide wider footways and therefore improved access to the station; and
  - Reduce conflict between non-motorised users and vehicles.

#### 4. Finance

4.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	35	10	Developer contribution	239
	Client Fee	20	6	Public Realm Improvements Programme	96
	Supervision	15	5		
	Construction	265	79		
	Land	0			
	<b>Total</b>	<u>335</u>	<u>100</u>	<b>Total</b>	<u>335</u>

The table above provides details of the highway improvement scheme on the road network. In addition, it is proposed that Hampshire County Council will provide a contribution of £217,000 of Developer Contributions to Rushmoor Borough Council that will go towards the Aldershot Station Forecourt scheme. The Station Forecourt scheme is a £1.2 million-pound scheme that includes accessibility and environmental improvements along



with a new secure cycle hub. Hampshire County Council's contribution can be broken down into the following parts of the Forecourt scheme:

- £117,000 contribution to the station forecourt scheme;
- £100,000 contribution to the cycle hub implementation on the station forecourt.

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	32	0.020

## 5. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	01/19	03/19	08/19	08/20

## 6. Scheme Details

- 6.1. This Project Appraisal is seeking approval for two recommendations: approval to implement the highway improvements on the road network, and approval to contribute £217,000 towards the Aldershot Station Forecourt scheme. Hampshire County Council will be responsible for the highway improvements scheme using Rushmoor Borough Council as the designer under the agency agreement. Rushmoor Borough Council will be responsible for the Train Station Forecourt scheme. Details on the highway improvement scheme are shown below.

### Highway improvements to the road network scheme details

- 6.2. The Station Road/Arthur Street teardrop roundabout will be converted to a priority junction allowing two-way traffic movements. The revisions remove the access/egress to the bus station which Stagecoach has confirmed to Rushmoor Borough Council will be surplus to requirements for future operational needs. A tiger crossing will be implemented just west of the train station access, which will give cyclists using the off-road cycle route priority travelling to and from the station. The changes will also provide a more legible environment, a level surface and widened footways thus improving access to the train station for all non-motorised users.

- 6.3. These works will improve the pedestrian facilities by:
- Emphasising points of access into and out of the station;
  - Providing opportunities to increase economic activity in this area, with associated 'spill-out' space;
  - Provide wider footways and improved access to the station; and
  - Reduce conflict between non-motorised users and vehicles.
- 6.4 The southern section of Arthur Street will be converted to two-way from Station Road to its junction with Windsor Way. The build-out on Arthur Street at Windsor Road will be re-profiled to allow two-way traffic on Arthur Street (South). The one-way flow of traffic on Arthur Street (North) will be reversed to a southbound flow, and the parking bays on Arthur Street will be relocated to Windsor Way, which will:
- Reduce journey times and wasted mileage for buses and motorised vehicles by reducing the extent of the one-way system; and
  - Provide the carriageway width for two-way traffic movements.
- 6.5 Windsor Way from the Victoria Road junction to Arthur Street will be converted to two-way working. Junction alterations will be required at Windsor Way/Victoria Road:
- Existing dedicated left and rights turns from Victoria Road (West) to Windsor Way will remain, with the splitter island re-profiled and utilities including Virgin Media cabinet and CCTV column relocated;
  - Victoria Road (East) junction with Windsor Way to change with splitter island removed converting it to a priority junction; and
  - A zebra crossing to be installed to the south of the Windsor Way/Victoria Road junction to facilitate pedestrian crossing.
- 6.6 A new cycle route will be implemented from the A323 to Aldershot Train Station. The route will be on-road from the A323 through Pickford Street. As the route joins Arthur Street it will become off-road until reaching the train station. To facilitate the on-road cycle route along Pickford Street it is proposed to restrict traffic between the junction of A323 and Artillery Road for access to the two properties only. This will require a Traffic Regulation Order but objections are unlikely due to the limited impact.
- 6.7 The highway network improvements have been subject to a Road Safety Audit stage 1&2 and no concerns were raised. The project will be subject to a full contract audit carried out by Hampshire County Council's Engineering Consultancy.

### **Train Station Forecourt Scheme**

- 6.8 A summary of the Train Station Forecourt scheme is shown below to provide context and justification for Hampshire County Council's funding contribution.

6.9 The Train Station Forecourt scheme aims to rationalise land use in and around Aldershot Train Station. This will be achieved by:

- Creating an improved public transport interchange within the forecourt of the train station;
- Improving pedestrian linkages into the town centre; and
- Unlocking a development site (the bus station) in a highly sustainable location adjacent to a mainline railway.

6.10 In this context, it is considered that the development proposals will significantly improve public transport infrastructure in the town through a cohesive approach. The proposals will maintain parking capacity for users of the railway network and improve efficiency in respect of public transport and private vehicles using the local road network. The proposals will incorporate improved cycle storage facilities and seek to encourage sustainable transport modes through improved connections.

## **7. Departures from Standards**

7.1. None.

## **8. Community Engagement**

8.1. The highway network improvement proposals described in section 6 have been through detailed consultation. A public consultation exercise was undertaken in July/August 2016. The consultation was advertised on the Hampshire County Council and Rushmoor Borough Council websites and three large yellow consultation road signs were put out on the approaches to/from Windsor Way to promote the scheme consultation. Properties fronting onto the affected roads were also informed through a letter drop.

8.2. A workshop with the residents of Kingsley Court (older persons housing) was held on 11 July 2016. This was attended by approximately 40 residents and facilitated by 4 staff from Hampshire County Council/Rushmoor Borough Council. The workshop gave the County Council an opportunity to explain the plans to the residents.

8.3. A total of 40 responses were received, the majority of which came from the residents of Kingsley Court. Considering the number of road users per day that travel along Windsor Way/Arthur Street/Station Road, the results of the consultation are unlikely to be representative of the wider population. Approximately 25% of the responses received involved an objection relating to part of the scheme. The results of the consultation were discussed with the local member, Councillor Choudhary, who agreed that the level of objection was not sufficient to withdraw the scheme.

8.4. Following the public consultation, Hampshire County Council and Rushmoor Borough Council officers met with County Councillor Choudhary on site in

January 2017 to discuss the analysis and agree a way forward. Cllr Choudhary offered his support for the scheme, despite the reservations/objections from the Kingsley Court residents.

- 8.5. Rushmoor Borough Council has indicated there is support from the local district councillors for the Access to Aldershot scheme and in particular the highway network improvements.

## **9. Statutory Procedures**

- 9.1. It is necessary to advertise a Traffic Regulation Order (TRO) for the Pickford Street restriction between the junction of A323 and Artillery Road described in section 6.5. This will be advertised by Rushmoor Borough Council in the coming weeks to ensure sufficient time is allocated to deal with any comments and objections. Rushmoor Borough Council will deal with any objections via a TRO objection report as part of the agency agreement.
- 9.2. A TRO will also be required to reverse the existing one-way flow of traffic along Arthur Street and the introduction of two-way traffic along Windsor Way.

## **10. Land Requirements**

- 10.1. All land required to implement the Highway Improvement Scheme is already within the Highway Network.

## **11. Maintenance Implications**

- 11.1. The highway network improvements have been discussed with the County Council's Asset Management team who have not raised any concerns regarding the implications for ongoing maintenance. The proposals include a tiger crossing which will result in an increase in overall long-term maintenance. However, as this is a new crossing there should be no maintenance requirement for a number of years.

## **12. Future Governance**

- 1.1. It has been agreed that a monthly Project Management liaison meeting will be set up to include stakeholders from Hampshire County Council, Rushmoor Borough Council, M3 LEP, and South Western Railway to ensure successful delivery of the Access to Aldershot scheme and discuss any issues as they arise early to prepare mitigating actions. There will be an emphasis on the highway network improvements.
- 1.2. Rushmoor Borough Council has committed to using Hampshire County Council's Gen3 framework to tender and award the contract for the works. This will ensure the award is made to a contractor pre-selected by

Hampshire County Council through a comprehensive assessment, which will safeguard project delivery and remove a number of delivery risks.

## 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>	

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> ACCESSIBILITY IMPROVEMENTS, VICTORIA ROAD, ALDERSHOT - Post Scheme Report	<u>Date</u> 15/08/2016
<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:**

1.3. The scheme will result in a positive impact on age and disability due to the improvements in accessibility to and from Aldershot train station. New crossing points will make crossing safer and more convenient for people who otherwise would have to travel further to cross the road safely, and this should benefit older people and people with disabilities who may find travelling longer distances a challenge. Off-road cycle routes will allow those less confident on a bicycle, such as children or the elderly, the opportunity to use sustainable transport to access the train station.

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

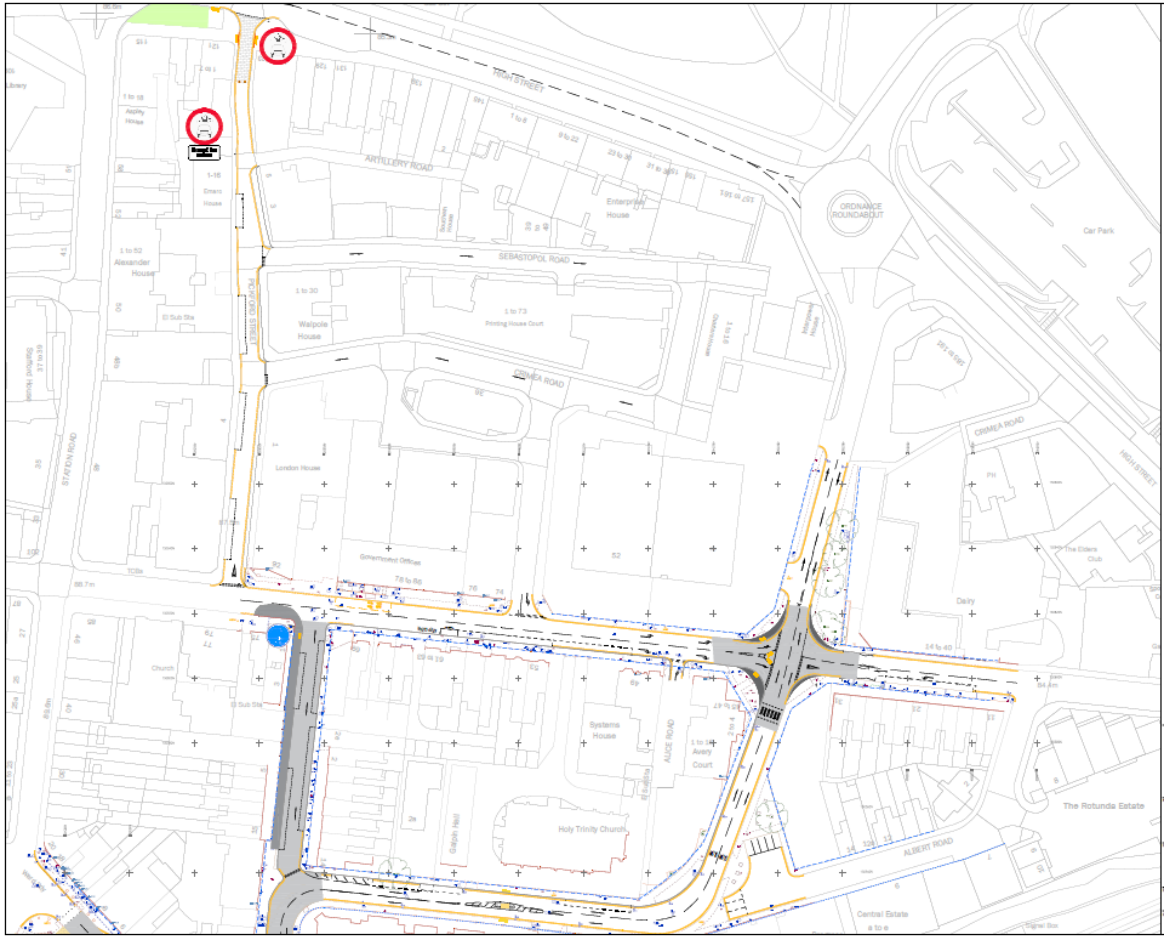
2.1. None.

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

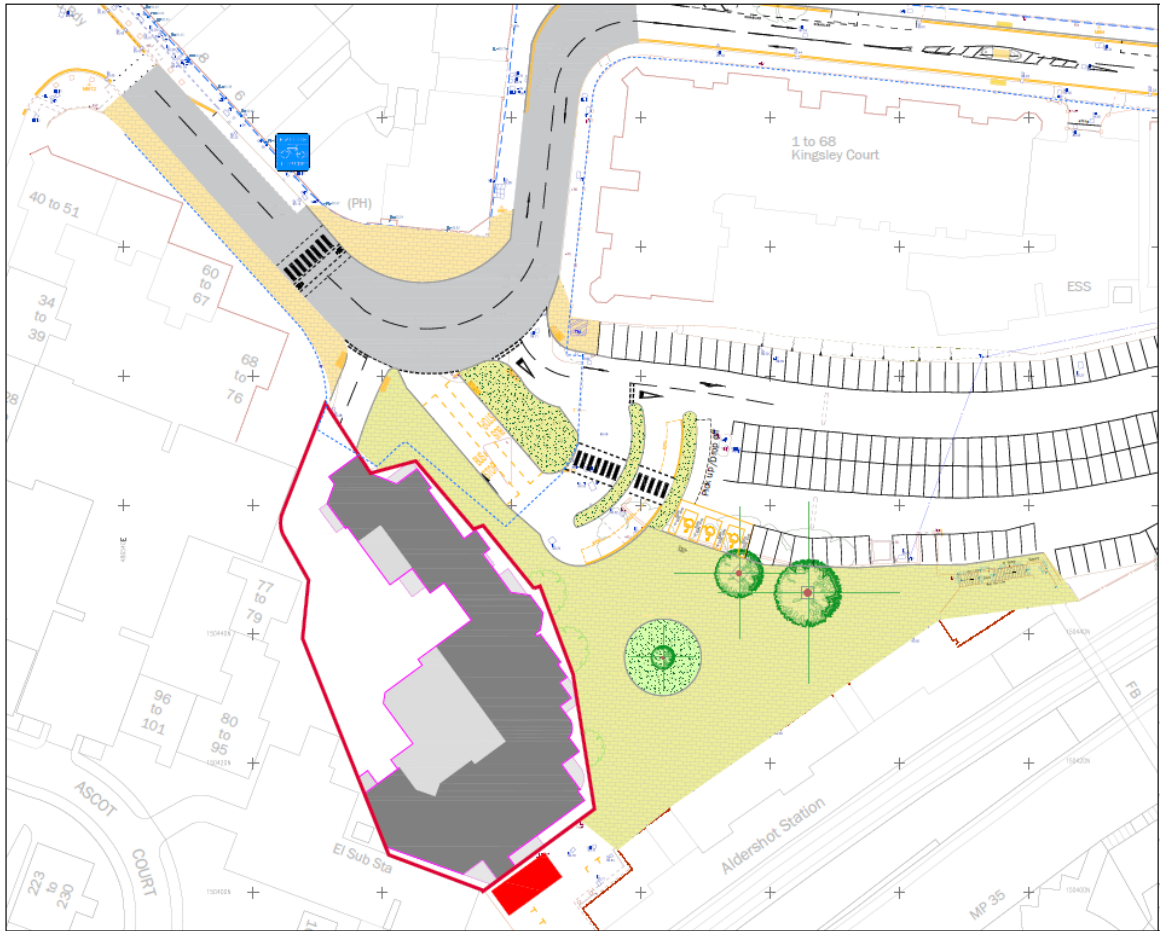
- a) How does what is being proposed impact on our carbon footprint / energy consumption?

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

There will be an improvement to air quality with the adjustments to the road network as journeys to and from the train station will be more direct. This means vehicles will travel less distance.



Highway network improvements



Station forecourt scheme