

NOTICE OF MEETING

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| Meeting | Executive Member for Environment and Transport Decision Day |
| Date and Time | Tuesday, 12th March, 2019 at 2.00 pm |
| Place | Chute Room, Ell Court South, The Castle, Winchester |
| Enquiries to | 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. GENERATION 4 TECHNICAL RESOURCES FRAMEWORK STRATEGY (Pages 5 - 10)

To consider a report of the Director of Economy, Transport and Environment seeking approval to procure a framework for Technical Resources for four years duration to replace the current arrangements, which are due to expire in Spring 2020.

2. ROAD AGREEMENTS POLICY FOR THE PROTECTION OF HIGHWAY TREES AFFECTED BY NEW DEVELOPMENT (Pages 11 - 20)

To consider a report of the Director of Economy, Transport and Environment regarding the proposed Policy for the protection of highway trees and seeking approval to implement the Policy on 1 April 2019.

3. HAMBLE LANE IMPROVEMENTS (Pages 21 - 58)

To consider a report of the Director of Economy, Transport and Environment regarding the results of the second public consultation on the preferred improvement scheme. The report seeks approval to progress all necessary work and processes that are required to acquire land and deliver the Hamble Lane Improvements scheme, once sufficient funding for the different elements of the scheme is secured.

4. HIGHWAY NETWORK HIERARCHY (Pages 59 - 74)

To consider a report of the Director of Economy, Transport and Environment regarding the work undertaken to develop new carriageway and footway hierarchies and new highway safety inspection frequencies in accordance with the new Well Managed Highway Infrastructure: A Code of Practice. The report seeks formal approval for the hierarchies and safety inspection arrangements.

5. PARKING UPDATE (Pages 75 - 84)

To consider a report of the Director of Economy, Transport and Environment updating on work undertaken to develop policy proposals for the management and operation of on-street parking following discussions with the various District and Borough Councils.

Non Key Decisions

6. GRANT STREAM FOR PUBLIC BUS OPERATORS (Pages 85 - 90)

To consider a report of the Director of Economy, Transport and Environment regarding further improvements to passenger facilities on buses in Hampshire by establishing a second phase grant stream to allow smaller independent bus operators in Hampshire to bid for funding to enable them to accept contactless payment.

7. TRAFFIC MANAGEMENT (SPEED LIMIT) POLICY EXCEPTIONS IN RELATION TO AIR QUALITY MANAGEMENT MEASURES (Pages 91 - 96)

To consider a report of the Director of Economy, Transport and Environment regarding the reasons for a departure from Traffic Management Policy following a Ministerial Direction to reduce Nitrogen Dioxide exposure in specific locations in Hampshire.

8. TRANSFORMING CITIES FUND CAPITAL PROGRAMME (Pages 97 - 118)

To consider a report of the Director of Economy, Transport and Environment regarding changes required across the Economy, Transport, and Environment capital programme for 2018/19 and 2019/20, in part due to increased likelihood of funding of schemes through the Department for Transport's Transforming Cities Fund, and updating on progress made with the Fund.

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 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

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| Decision Maker: | Executive Member for Environment and Transport |
| Date: | 12 March 2019 |
| Title: | Technical Resources Framework (Generation 4) |
| Report From: | Director of Economy, Transport and Environment |

Contact name: Keith Gale

Tel: 01962 847271

Email: keith.gale@hants.gov.uk

1. Recommendations

- 1.1. That approval be given to procure and spend, and enter into any necessary contractual arrangements, for a framework designated as the Technical Resources Framework (Gen4) to engage with specialist engineering companies and engineering resources for delivery of the County Council's highways, transport and ancillary infrastructure projects up to a value of £45million, for a period of up to four years duration commencing in April 2020.
- 1.2. That access to the framework be given to other appropriate public bodies operating within the geographical area of the county of Hampshire in return for a contribution as reasonable toward running and set up costs, and that authority is delegated to the Director of Economy, Transport and Environment to enter into the necessary access arrangement agreements to facilitate this in consultation with the Head of Legal Services.
- 1.3. That the selection of suppliers will be carried out on a combination of price and quality, with the final ratio to be determined by the Director of Economy, Transport and Environment in consultation with the Executive Member for Economy and Transport, as set out in the tender evaluation section of the tender documents.
- 1.4. That the Director of Economy, Transport and Environment be given delegated authority to agree minor variations to the items approved, in consultation with the Executive Member for Environment and Transport.

2. Executive Summary

- 2.1 The current Technical Resources Framework Generation 3 (TRF Gen3) expires in Spring 2020 and under current procurement regulations it is anticipated that market engagement, contract preparation, selection and assessment will take around 15 months.
- 2.2. The current frameworks have served the Authority well, but recent movement of legislation regarding self-employed status together with supplier market changes and potential future capital programme requirements necessitate development of the framework into Generation 4.

2.3. The purpose of this paper is to seek approval to procure a framework for Technical Resources for four years duration commencing in Spring 2020.

3. Contextual information

- 3.1. The current TRF Gen3 was designed to supplement 'in-house' skills by providing specialist engineering-based resources in addition to those supplied by the Strategic Suppliers. TRF Gen3 suppliers comprise mainly small and medium sized companies and specialist engineering recruitment agents supplying resources for design and supervision of projects. Recognition of this distinction gained approval from including this with other central resource contracts due to the market specialisms and technical requirements.
- 3.2. A mix of 'in house', TRF Gen3 and Strategic Partner contracts has provided the Council with access to a variety of resources which has delivered the Council's capital and revenue requirements in an agile and effective manner. TRF Gen3 engages with companies and agencies through issue of Time Charge Orders. The flexibility this provides together with commercially applied monitoring of prices partially explains the wide acceptance and extent of its use. The original OJEU notice (reference 227768-2015) anticipated an overall total value of £30million for the four years framework duration. By the time the framework expires (in March 2020) it is expected that approximately £24million of Time Charge Orders will have been issued, indicating that the framework has achieved its desired objectives.
- 3.3. The original intention of TRF Gen3 was to provide concentrated resources solely for use by the Council and therefore, unlike other Hampshire County Council frameworks, access to the framework was not allowed for other authorities. As part of the Gen4 frameworks evolution, and following requests from other public bodies, it is proposed that this is addressed by allowing access to the framework to those within the geographical boundaries of Hampshire to provide a moderate income toward the running costs of the framework.
- 3.4. With expansion in mind, and to allow for an expected increase in the capital programme, it is proposed that the values used for TRF Gen3 be increased to an overall total framework contract value of £45million for the four years duration of TRF Gen4. The overall total value anticipated for the duration of the framework will be made up of a variety of project specific contracts.

4. Other proposals for inclusion into Gen 4

- 4.1. The current arrangement has supported Small Medium Enterprise companies within efficient commercial arrangements and delivered skilled resources to the Council in an effective way. During the framework lifespan, market and legislation changes have arisen that require consideration for Gen4. One area that required substantial intervention and management by Council Officers was due to HM Treasury regulation regarding IR35 taxation rules. Although contractual arrangements included within the framework operated effectively, it is proposed that contract clauses are strengthened further to clarify financial liabilities of suppliers.
- 4.2. A second proposal introduces commission-based orders in conjunction with Time Charge Orders. Although most resource requirements will continue to be undertaken through a Time Charge, it can be more efficient to order a discrete lump sum commission for a noise survey, ecological survey or other similar service. It is not the

intention of the framework to offer large commission-based activities such as those undertaken by the Strategic Suppliers, but to introduce nominal value commissions as an operational feature of the framework.

- 4.3. The third proposal is to recognise the extensive officer resources required to manage and operate the framework by introducing a modest fee structure for other public authorities accessing resources through the framework.

5 Conclusion

- 5.1 The current TRF Gen3 has served the Council well in terms of timely provision of resources to enable efficient delivery and management for its projects. It is proposed that the Generation 4 iteration of this framework includes the improvements and recommendations suggested in this report to provide resilient resources for the Council's future infrastructure capital and revenue requirements.

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

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|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | Yes |
| People in Hampshire live safe, healthy and independent lives: | Yes |
| People in Hampshire enjoy a rich and diverse environment: | Yes |
| People in Hampshire enjoy being part of strong, inclusive communities: | Yes |

Other Significant Links

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| Links to previous Member decisions: | |
| <u>Title</u> Procurement approval: Generation 3 Technical Resources Framework 2016-2020 reference 6636 | <u>Date</u> 12 May 2015 |
| Direct links to specific legislation or Government Directives | |
| <u>Title</u> HM Government Industrial Strategy: government and industry in partnership, <i>Construction 2025</i> | <u>Date</u> July 2013 |

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:

It is considered that this decision will have a neutral impact on groups with protected characteristics because all contractual arrangements with suppliers incorporate the Council's equalities policies, procedures and standards. It will be a requirement that suppliers always comply with these in execution of works and services.

2. Impact on Crime and Disorder:

2.1. Projects will be designed using the current guidelines and national standards for infrastructure development.

3. Climate Change:

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

Engagement of local suppliers, where possible, will limit the amount of movement of resources. All of the contracts will encourage sustainable sources of supplies and solutions will look to long term viability.

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

Inclusion of resilient and long term designs together with best practice construction methods will assist in ensuing projects are more durable.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|--|
| Decision Maker: | Executive Member for Environment and Transport |
| Date: | 12 March 2019 |
| Title: | Road Agreements Policy for the Protection of Highway Trees affected by New Development |
| Report From: | Director of Economy, Transport and Environment |

Contact name: Emily Moon

Tel: 01962 832272

Email: Emily.moon@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the Policy for the Protection of Highway Trees affected by new Development (“the Policy”), as set out in Appendix 1.
- 1.2. That authority is given for the employment of the Policy for pre-application advice with immediate effect, and as a basis for all new Road Agreement applications received from 1 October 2019.
- 1.3. That authority is delegated to the Director of Economy, Transport, and Environment to make minor amendments and updates to the Policy, 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 the proposed Policy for the Protection of Highways Trees affected by New Development and for its phased implementation by 1 October 2019.
- 2.2. This paper refers to the wider context of the Road Agreements Improvements Programme and focuses on the protection of highway trees, which forms part of this wider programme of work.
- 2.3. The paper outlines the rationale for and benefits of introducing a consistent county wide policy.

3. Contextual information

- 3.1. In 2017 a ‘Road Agreements Improvement Programme’ was launched to work towards improving the service that the County Council provides to developers, including the impact of removing highway trees. This was prompted by dissatisfaction expressed by developers about the service they were receiving, in particular regarding ad hoc negotiation of the value of highway trees, and the timescales for this.

3.2. The Road Agreements Improvements Programme is a comprehensive package of work, looking at all aspects of how the County Council manages the Section 38 (road adoption) and Section 278 (works to existing highway) processes. Some of the key outputs it is delivering include:

- a review of internal processes to ensure consistent and effective ways of working, alongside creation of new team structures to facilitate this as necessary;
- an update to the comprehensive suite of technical guidance that is provided to developers;
- a review of the fees charged to developers throughout the adoption process; the launch of an improved 'pre-application' service for developers; and
- creation of an online 'developer portal' facilitating improved communication between parties.

3.3. The proposal to implement a new Policy on the protection of highway trees affected by new development is an element of this wider programme of work.

4. Highway Trees

4.1. Hampshire County Council recognises the value of trees on highway land as public assets, and plays a key role in the conservation of Hampshire's biodiversity as well as enhancing the environment for residents.

4.2. It is accepted that some new developments may necessitate the removal of highway trees, and the current process for establishing the value of these trees is to negotiate with developers on a case by case basis, with mitigation either through the replanting of trees in an alternative location or through monetary contributions based on a recognised value calculation methodology.

4.3. This approach has led to a number of lengthy and time-consuming negotiations between the County Council and developers to agree suitable compensation and mitigation measures. There have been cases when developers have stated that they were unaware of requirements to provide mitigation or compensation for removal of trees in the early stages of engagement with the County Council, and have therefore not factored these costs into their budgets.

4.4. The range of tree valuation assessment methodologies was reviewed, and the Capital Asset Value of Amenity Trees (CAVAT) tool was identified as being the one which best meets the Authority's requirements in managing tree assets. It takes into account the full value of trees, including both amenity and functional value, and is an industry recognised standard for local authorities managing trees as public assets.

5. Financial implications

5.1. As mentioned, the aim of the Policy is to encourage developers to be aware of the impacts of removing highway trees and therefore to design schemes in order to reduce the need for removing highway tree assets, particularly those of a high amenity value.

5.2. In cases where highway tree removal is unavoidable, the Policy will set out the methodology by which the value of the trees will be calculated. This will have a

financial impact on the developer proposing the development, which can be identified at an early stage of planning a development.

- 5.3. The County Council's Arboriculture Team can carry out the assessment and valuation of the trees on behalf of developers, and at the developers' cost. Developers may use their own arboriculture specialists, in which case, the CAVAT assessment will be reviewed by the County Council's Arboriculture Team.
- 5.4. There will be no additional financial cost to the County Council, which will provide mitigation measures funded through the compensation payments such as planting new trees in an alternative location.

6. Performance

- 6.1. It is proposed that the Policy is implemented on a phased basis by 1 October 2019, and that it will apply to Road Agreement applications received from this date. Assuming the recommendations of this report are approved, the County Council will make reference to the Policy in pre-application guidance given to developers with immediate effect. In instances where the County Council has already provided pre-application advice to a developer in relation to the road agreements process, the existing advice will remain valid for applications received before 1 October 2019.
- 6.2. The performance of the Policy will be monitored over the first year, including the number of requests made by developers and the number of trees removed.
- 6.3. The operation of the Policy will be reviewed after the first year and may be amended as appropriate at that time. The Scheme of Delegation will be updated to manage the operation of the policy.

7. Communication and publication

- 7.1. Prior to the development of the Policy, the County Council carried out research into how other county councils manage their existing highway tree assets in relation to removal by developers. Canvassing the South East Counties Service Improvement Group identified that most authorities within that group do not yet have a consistent policy in place, and instead negotiate the value of highway trees on an ad hoc basis.
- 7.2. As the proposed Policy will impact directly on developers and not on residents, it was deemed that a public consultation would not be required during the development of the Policy.
- 7.3. If approved, the Policy will be hosted on the Road Agreements web portal on Hampshire County Council's website, and also referenced from the Highway Maintenance Management Plan.
- 7.4. Hampshire County Council will update the Hampshire and Isle of Wight Planning Officers' Group (HIPOG) to ensure that local planning authorities are aware of the Policy when it is launched.
- 7.5. The process for valuing highway trees will also be included in the Technical Guidance Note 15 – Landscaping and Trees, which is available to developers and hosted on the County Council's website.

8. Future direction

- 8.1. If approved, the intention is to implement the Policy on a phased basis by 1 October 2019, applying to all Road Agreement applications received from this date onwards. Assuming approval of this report's recommendations, all future pre-application advice will refer developers to the Policy, thus ensuring they are able to take it in to account for future road agreement applications. For Road Agreement applications where the County Council provided pre-application advice prior to the Policy's approval, the advice will remain valid if the application is received before 1 October 2019.

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

| | |
|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | no |
| People in Hampshire live safe, healthy and independent lives: | no |
| People in Hampshire enjoy a rich and diverse environment: | yes |
| People in Hampshire enjoy being part of strong, inclusive communities: | no |

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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:

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- 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 the proposal will have a neutral impact on groups with protected characteristics, as the proposed change is at a policy/procedural level, relating to how the County Council and the developers interact. There is no direct impact on service users.

2. Impact on Crime and Disorder:

2.1. There is no anticipated impact on crime or disorder.

3. Climate Change:

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

One of the aims of the Policy is to reduce the number of highway trees that are lost as a result of new development. Trees absorb carbon dioxide and so can contribute to a lower overall 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?

One of the aims of the Policy is to reduce the number of highway trees that are lost as a result of new development. Trees can help adaptation to a

changing climate through providing shade and helping to alleviate flooding, making the highways more resilient to in the longer term.

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Appendix 1 – Draft Road Agreements Policy for the Protection of Highway Trees affected by New Development

Road Agreement Policy for the Protection of Highway Trees affected by New Development

Introduction

Hampshire County Council (HCC) recognises trees on highway land as public capital assets, playing a key role in the conservation of Hampshire's biodiversity as well as enhancing the environment for residents. The aim of this policy is to encourage developers to minimise the impact of new developments on all highway tree assets, especially those of high amenity value. Where tree removal is necessary, this policy and supporting Technical Guidance Note 15 – Landscaping and Trees, will outline the process for determining the compensation required for the loss of those highway assets, with the aim of streamlining the process for both HCC and developers.

Policy Statement

Hampshire County Council as the Highway Authority in Hampshire, will require compensation for the loss of highway tree assets under the road agreements process. The Capital Asset Value of Amenity Trees (CAVAT) methodology will be used as the basis for the valuation assessment.

Scope

The policy covers the removal of trees on highway land in relation to the road agreements process. To establish the value of highway trees, Hampshire County Council will use the Capital Asset Value of Amenity Trees (CAVAT) assessment methodology.

Additional Information

To ensure that developers are aware that Hampshire County Council will require monetary compensation for the loss of its highway tree assets, this policy and the procedure to be followed will be available on the Hampshire County Council website and as part of the Council's pre-application guidance. This offers the developer the opportunity to design the development works so as to avoid impacting highway trees. The Hampshire Arboriculture Team can carry out the CAVAT assessments of highway trees on behalf of developers, at the developers' cost, if requested. Developers may use their own arboriculture specialists, in which case, the CAVAT assessment will be reviewed by the County Council's Arboriculture Team. The policy will be available through HCC's Road Agreements guidance webpages and provided to local planning authorities for inclusion in pre-application guidance.

HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|--|
| Decision Maker: | Executive Member for Environment and Transport |
| Date: | 12 March 2019 |
| Title: | Hamble Lane Improvements |
| Report From: | Director of Economy, Transport and Environment |

Contact name: Jason Tipler

Tel: 01962 667978

Email: jason.tipler@hants.gov.uk

1. Recommendations

- 1.1 That the feedback from the second public consultation and the overall high level of support for the preferred improvement scheme for Hamble Lane (the Scheme), as outlined in this report, is noted.
- 1.2. That minor modifications to the preferred Scheme (outlined in this report), which have been informed by comments from key stakeholders and responses to the public consultation, are approved.
- 1.3. That the order of priority for the progression of different elements of the preferred Scheme (as outlined in this report and informed by the public consultation results), is approved in principle, but that this remains flexible to enable the timely delivery of elements of the Scheme should funding become available. Changes to the order of progression would be made in consultation with the Executive Member for Environment and Transport.
- 1.4 That a review be carried out of the Eastleigh Borough Transport Statement 2012 in respect of future development off Hamble Lane, in order to best secure the opportunity to deliver the proposed Hamble Lane improvements in conjunction with the emerging Eastleigh Borough Local Plan 2036.
- 1.5 That authority be delegated to the Director of Economy, Transport and Environment to progress the Scheme development, design, and any necessary planning and environmental processes to a state of readiness so that when funding becomes available, elements of the Scheme can be quickly progressed towards delivery.
- 1.6 That approval is given to progress all appropriate funding and bidding opportunities for the different elements of the Scheme, and to prepare and submit business cases where appropriate, in order to try to secure implementation in a timely manner.

- 1.7 That authority is delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress all appropriate orders, notices, consents, permissions, rights and easements that are necessary to enable the delivery of different elements of the Scheme, and to commence informal negotiations with affected third party landowners.

2. Executive Summary

- 2.1 On 14 November 2017 the Executive Member for Environment and Transport (EMET) gave approval to undertake a public consultation exercise on the extent and nature of potential improvements to Hamble Lane, and approval to develop a preferred scheme following analysis of the consultation feedback. This public consultation took place from 27 November 2017 to 7 January 2018, with a total of 683 responses being received.
- 2.2 On 17 July 2018 the EMET gave approval to undertake a second public consultation on the preferred improvement scheme for Hamble Lane (which was developed following the first consultation), to seek views on the prioritisation of different elements of the scheme and to modify the preferred scheme if required following the consultation.
- 2.3 The second public consultation took place from 3 September 2018 to 14 October 2018, with a total of 354 responses being received. The purpose of this paper is to:
- Provide a brief context for the report;
 - Report back on the results of the second public consultation;
 - Provide a detailed summary of the consultation process, the quantitative and qualitative results and responses received, and a summary of the key issues and concerns for residents;
 - Provide the County Council's response to the main comments and issues that were raised in the consultation;
 - Outline the modifications that have been made to the preferred scheme following the public consultation and feedback from other key stakeholders;
 - Present an order of priority for different elements of the preferred scheme, to be delivered as and when funding is secured;
 - Seek approval to progress all funding and bidding opportunities for the Scheme and to prepare business cases where appropriate;
 - Seek approval to progress all necessary work, legal documentation and processes that are required to deliver the Scheme, once sufficient funding for the different elements of the Scheme is secured; and
 - Outline the future direction of the Scheme.

3. Contextual Information

- 3.1 Hamble Lane is heavily congested throughout much of the day but particularly during peak periods, with the potential to improve the situation being limited by the geographical constraints associated with the peninsula location. The need for the scheme has been defined in two previous reports to the EMET, in November 2017 and July 2018, and these should be referred to for further details of the Scheme objectives and rationale behind the proposed improvements.
- 3.2 There is a clear need to for an improvement to help address existing traffic problems and to help manage future demand associated with background growth. It is considered that additional development along the corridor would compound the existing problems and would negate the benefits of the Scheme, with very limited opportunity to make further improvements to the corridor in the future. Therefore until at least the preferred Scheme for the northern section has been implemented, it is considered inappropriate from a traffic perspective for further development to be allocated or permitted along Hamble Lane.
- 3.3 Work on developing an improvement scheme for the northern section of Hamble Lane (the A3025) began in 2016/17 and two public consultations have subsequently taken place to ascertain the public's views initially on the need for improvements and then on the preferred Scheme that has been developed.
- 3.4 Improvements to Hamble Lane are to a large extent reliant upon the effective operation of adjacent links and junctions particularly those at Windhover roundabout and also M27 Junction 8. Highways England (HE) is progressing improvement schemes for both of these junctions which will help unblock the points of delay at the northern end of Hamble Lane. The HE improvements form a key part of the bigger picture, which is aiming to improve traffic flows on Hamble Lane and across the wider area, by reducing the need for the rat-running that occurs because of congestion on Hamble Lane and at Windhover roundabout and M27 Junction 8. The M27 Smart Motorways project will also help to reduce congestion in the area, and on the A27 in particular, by providing additional capacity on the motorway to ensure that more strategic journeys are made on the motorway, rather than by using parallel roads due to congestion on the M27.
- 3.5 Since the previous EMET report in July 2018 the second public consultation has taken place (from 3 September 2018 to 14 October 2018), and in tandem and following on from this, minor modifications have been made to the preferred Scheme design. These modifications have been made to optimise the design and in light of comments received from key stakeholders and via the public consultation.
- 3.6 The remainder of this report provides details of the results of the second consultation exercise; details of the modifications to the preferred Scheme;

discusses sustainable transport measures; and considers the future direction for the project.

4. Second Public Consultation – Overview

- 4.1 The second public consultation provided an opportunity for local residents, businesses and other stakeholders to share their views on the different elements of the preferred improvement Scheme, and potential travel-planning initiatives for the wider Hamble Peninsula. People were able to respond to the consultation either on-line, in paper format, or to submit unstructured views via letter or email.
- 4.2. Three drop-in exhibitions were held in the local area at Pilands Wood Centre in Bursledon, Hamble Village Memorial Hall in Hamble, and Abbey Hall in Netley. Any interested parties could view detailed plans for the preferred Scheme and other information on exhibition boards and ask questions of the project team.
- 4.3 A consultation Information Pack, the Exhibition boards, draft Travel Plan Framework, and Questionnaire Response Form were made available to view, print, and download from the County Council's website at www.hants.gov.uk/hamblelane. Responses could be submitted through the on-line response form accessed via this web-site, or paper response forms were handed out at the exhibition events together with pre-paid envelopes to post the forms back to the Council. The response form and a copy of the Information Pack were also placed in the Lowford Library in Bursledon, the Netley Library, the Pilands Wood Centre and at the Hamble Parish Council offices.
- 4.4 The consultation and associated exhibition events were advertised by flyers placed in the local area, via the County Council's social media channels, by targeted Facebook advertising, through information on the Council's Real Time Bus Information signs in the area, and via flyers that were posted to circa 8,200 residential and business addresses across the Hamble, Hound and Bursledon parishes.
- 4.5 The response form sought comments on and included questions about the specific elements of the preferred Scheme in turn, starting with: the on-line widening (including changes to the junctions at Tesco, Jurd Way and Portsmouth Road); measures to improve pedestrian and cycle facilities; the environmental impact and proposed mitigation; and the draft Travel Plan Framework and the measures proposed. Consultees were also asked to prioritise the different elements. There were several free text questions for respondents to record comments on each of the different elements of the Scheme, and to explain what impact it would have on them. There were also questions about respondents' use of Hamble Lane and demographic classification questions.

- 4.6 In total, the second consultation received 354 responses, of which 342 were to the questionnaire and 12 were unstructured emails/letters. Of those responding to the questionnaire, 331 responses were from individuals and 11 were from organisations or groups. The vast majority of respondents lived locally in the parishes of Bursledon, Hound or Hamble and normally travelled along Hamble Lane in a car or on foot. The majority of respondents used Hamble Lane five or more days a week and travelled during both on and off-peak times at weekends and on weekdays.
- 4.7 A full report of the findings of the public consultation can be seen here: "[consultation findings report](#)". This includes a copy of the original survey questionnaire. The following section focuses on providing a summary of the main findings of the consultation, in terms of residents' views on the different elements of the preferred improvement Scheme; the main comments and issues; and prioritisation of different elements of the proposals.

5. Second Public Consultation – Summary of Findings

- 5.1 Overall, the consultation revealed strong support for the proposed improvements and provided a clear public mandate to proceed with the preferred improvement Scheme for Hamble Lane.

Scheme Elements

- 5.2 The Scheme was sub-divided into 12 key elements for potential infrastructure works along with additional travel planning measures. The majority of respondents agreed with 11 out of 12 elements within the scheme. Full details are provided in the table on the next page.
- 5.3 Five elements – widening of the northern part of Hamble Lane; introducing a footway /cycleway between Lowford Hill and Windhover roundabout; changes to the Portsmouth Road junction; changes to the Tesco access; and improvements to pedestrian and cycle provision – received significant backing and very little opposition.
- 5.4 Six elements – junction changes at Jurd Way and Lowford Hill; improvements to Pound Road; junction changes involving traffic signals at A27/Portsmouth Road and Hamble Lane/Satchell Lane; and introducing traffic signals at junctions along the northern section of Hamble Lane to help manage traffic flow – achieved a majority of support. However, there was also some notable opposition and over one third of all respondents would like to modify the proposed improvements to Jurd Way junction, and the new traffic signals proposed for the wider network. This tended to derive from the view that more traffic lights would reduce traffic flow and thereby increase journey times and air pollution.
- 5.5 The proposal to introduce traffic signals at the Hamble Lane/Hound Road junction was the only measure that received more disagreement than support. The respondents who did not support it often believed that the

existing roundabout worked well, and that traffic only needed to be controlled during peak times.

| Scheme Element | Agreement | Disagreement |
|------------------------------------|------------------|---------------------|
| Northern part: Road widening | 82 | 13 |
| Northern part: Footway/cycleway | 73 | 12 |
| Portsmouth Road junction changes | 73 | 17 |
| Tesco access changes | 72 | 16 |
| Pedestrian and cycle provision | 64 | 9 |
| Jurd Way junction changes | 59 | 25 |
| A27/ Portsmouth Road change | 58 | 24 |
| Pound Road improvements | 56 | 14 |
| Northern part: Traffic signals | 54 | 36 |
| Hamble Lane/ Satchell Lane changes | 53 | 33 |
| Lowford Hill junction changes | 52 | 30 |
| Signals: Hamble Lane/ Hound Road | 37 | 46 |

- 5.6 Overall, the vast majority of respondents believe that the improvement Scheme for the northern part of Hamble Lane will have a positive effect. One third of respondents believed it would fully meet the project objectives, and half thought objectives would be met to some extent.
- 5.7 Almost everyone who responded identified impacts on both themselves and on the local area if the preferred improvement Scheme for Hamble Lane went ahead. Around three quarters of respondents recognised the positive impacts of the Scheme, such as reduced journey times, improvements in air quality and improved personal wellbeing.
- 5.8 Just over half of the respondents highlighted potential negative impacts. Many respondents, even those in favour of the Scheme, recognised that the roadworks required could cause significant disruption. Most negative impacts came from an assumption that a (perceived) excess of traffic lights would cause increased traffic congestion, increased air pollution, and cutting through using residential roads. The majority of respondents were willing to accept the resulting loss of vegetation, on the understanding that an equivalent amount would be planted elsewhere to offset the impact.

Priorities

- 5.9 When asked to rank the proposed improvements to Hamble Lane the top three priorities for respondents were (note that on-line widening was not offered as an option, as it is an intrinsic part of any improvements and without it the Scheme would not proceed):
1. Improvement to the Hamble Lane/Portsmouth Road Junction.
 2. Revised access for Tesco.
 3. Improvement to the Hamble Lane/Jurd Way junction.
- 5.10 Two thirds believed that the Portsmouth Road junction should be the main priority, whilst 88% ranked it either first or second. Improvements to the Tesco access and the Jurd Way junction were each selected as a first or second priority by almost 70% of respondents, with the Tesco access receiving 8% more votes as a first priority than the Jurd Way junction.
- 5.11 The number of respondents were significantly higher for 'Improvement to Hamble Lane/Portsmouth Road', 'Improvement to Hamble Lane/Jurd Way' and 'Revised access for Tesco'. This suggests that these are the areas that respondents may be most impacted by at present and feel most strongly about.

Environment

- 5.12 Over three quarters of respondents believed that the loss of vegetation as part of the proposed Scheme would be acceptable, at least to some extent. Less than one in five opposed this entirely. Most respondents turned down the alternative option of having a smaller improvement scheme for Hamble Lane that would protect more trees, suggesting that they believe that the benefits of the improvement Scheme would outweigh the environmental costs. Work is ongoing to establish whether an Environmental Impact Assessment (EIA) will be required by the Local Planning Authority (LPA), in order to assess the full environmental impact of the preferred Scheme. More details are provided in Section 12 of the report.

Sustainable Modes

- 5.13 Over nine out of ten respondents saw some value in introducing a Travel Plan Framework for the Hamble Peninsula – with six out of ten being fully supportive of this plan. Improved provision for cyclists and pedestrians, and shuttle buses/Park and Ride/Park and Rail initiatives that encourage people to leave their cars outside the peninsula were all well supported.
- 5.14 The consultation responses provide a clear mandate for changes to improve the pedestrian and cycling provision to the south of Hamble Station. Almost two thirds of respondents believed that there was a need for improvements, whilst less than one in ten believed that no improvements were needed.

- 5.15 A key proposal to reduce private car use within the Hamble Peninsula is to provide a new car park, bus stop and pick-up/drop off facility at Hamble Rail Station. Just under half of the respondents said that they would make use of these improved facilities, with one in three in favour of the additional car parking facility. A similar number would use the pick-up/drop-off facility, if available. Just under two in ten would make use of the bus stop.
- 5.16 In order to increase use of sustainable modes of transport, 60% of respondents believed that the Travel Plan Framework should focus on improvements to pedestrian and cycle provision, suggesting that if pathways were modified, they and others would be more likely to walk or cycle instead of using a vehicle. Over half of respondents believe that a shuttle bus that operates in and out of Hamble village would encourage them to travel more sustainably. Finally, if bus stops were increased or improved, over 40% of respondents would be more inclined to use public transport, reducing their carbon footprint.

6. Second Public Consultation – Other Comments

- 6.1 Given the way the consultation question was structured, the comments that were received were in response to each specific element of the Scheme and as such a response is provided to some of the main comments received on each Scheme element, in the table below.

| Issue / Comment / Suggestion | County Council Response |
|---|---|
| Northern section: On-line widening and junction improvements generally | |
| Modifications to, or removal of proposed traffic lights / create roundabouts instead. | <p>Creating traffic lights at all three junctions provides the best means to co-ordinate the flow of traffic along Hamble Lane and help to manage vehicles more effectively than using roundabouts, which are un-controlled.</p> <p>The type of modern ‘smart’ lights that would be installed are demand-responsive in real time to the prevailing traffic conditions and do not operate on fixed timing plans. This means that at busy times green time can be split proportionately between traffic on each approach to the junction, limiting the potential for excessive traffic queues on one approach. At off-peak times this means that traffic will not be held on a red light if there is no traffic on other approaches, significantly limiting off peak delays.</p> <p>Several different options have been assessed for the junctions including revised roundabout layouts, but co-ordinated traffic signals provide for the best overall traffic flow along the corridor. Whilst there will still be some traffic queues, these should clear within each cycle of the</p> |

| Issue / Comment / Suggestion | County Council Response |
|--|--|
| | signals and overall there will be significantly less queueing traffic than would be experienced if the current road layout was retained. |
| Create additional lanes and/or create a tidal flow middle lane. | <p>There is simply not enough land available to create an additional lane northbound and thereby provide two lanes in each direction between Tesco and Jurd Way and/or Portsmouth Road.</p> <p>The creation of a tidal flow middle lane would require the installation of overhead gantries, which would be both visually intrusive and would require land on both sides of the road to install. On the eastern side this would require an additional strip of land so as not to obstruct the proposed shared use path, but there is not sufficient land available. Furthermore, the additional southbound lane is required to solve traffic congestion at the Portsmouth Road junction which is an issue in both the AM and PM peaks, therefore a tidal flow lane on the northern section of Hamble Lane would not benefit the network overall.</p> |
| Tesco Access Junctions | |
| Alternative arrangements, e.g. just new access onto A27 / no u-turn north of access / keep as it is. | <p>The proposed arrangements provide the most efficient means of accessing Tesco, in terms of the overall operation of the local highway network. Retaining a right-turn into Tesco from Hamble Lane at the existing access point would add a third stage to the proposed traffic signals and significantly increase delay to southbound traffic on Hamble Lane. Likewise retaining a right-turn out of Tesco would add another stage to the proposed signals and would increase delay to both northbound and southbound traffic on Hamble Lane.</p> <p>Keeping the roundabout layout as it is and providing only a new car park exit onto the A27 would offer some benefits over the existing layout, as traffic turning right from Tesco onto Hamble Lane would potentially be reduced. However some vehicles would still choose to make this manoeuvre, delaying traffic on Hamble Lane.</p> <p>Notwithstanding the above, agreement from Tesco is still needed to the revisions to the internal layout of the Tesco car park, which would be required to facilitate the proposed new arrangements. This is in terms of getting traffic to/from the new egress and permanent access on the A27 and also accommodating delivery vehicles that could no longer u-turn at the roundabout on Hamble Lane to get back to Windhover roundabout. Discussions</p> |

| Issue / Comment / Suggestion | County Council Response |
|--|--|
| | with Tesco and their representatives are ongoing at present. |
| Will cause increased queuing at Windhover roundabout and on A27. | The proposed improvements would only be delivered in the context of the HE scheme for an improved Windhover roundabout, which will provide significant additional capacity through the provision of traffic signals and additional lanes on the approaches and circulatory carriageway. This will ensure that traffic approaching Windhover from the A27 Providence Hill will have dedicated green time and an additional approach lane to enter the roundabout and generally the road should operate with a lot less delay than it does currently. |
| Safety at the proposed u-turn north of Tesco access. | To make it as safe as possible the proposed u-turn facility would be controlled by traffic lights, which will also include a stage for the proposed pedestrian crossings over Hamble Lane at this location. The third lane proposed on Hamble Lane southbound on approach to the crossing will help to reduce delay caused by the signals and the design has now been modified to include a third lane on Hamble Lane northbound, dedicated to u-turning traffic which will mean that traffic continuing north to Windhover is not impeded. The traffic lights will be 'smart' and will monitor traffic approaching from Windhover to ensure that traffic on Hamble Lane southbound is stopped at the optimum time, to minimise delay. |
| Jurd Way Junction | |
| Do not install traffic lights / modify existing roundabout | Both roundabout and signal-controlled options have been assessed for this junction and the proposed layout was found to have the best operation for the overall network. As noted above traffic signals provide the best means to control and balance delay across approaches and co-ordinate flow with adjacent junctions. Their 'smart' nature means that off-peak delays will be minimised and peak-hour flow will be optimised. Traffic signals will also allow signal-controlled crossings to be installed to provide a safe new means to cross both Hamble Lane and Jurd Way and ensure the continuity of the proposed new shared use footway/cycleway on the eastern side of Jurd Way. |
| Portsmouth Road Junction | |
| Banning right turns will cause problems | Traffic data that has been collected shows that very few vehicles currently turn right from Portsmouth Road onto Hamble Lane, likely due to the difficulty in making this |

| Issue / Comment / Suggestion | County Council Response |
|---|--|
| elsewhere, e.g. Pound Road | manoeuvre in the context of the high traffic flows on Hamble Lane. It is also easier to route down Pound Road and turn right onto Hamble Lane from there, as the opposing traffic flow on Hamble Lane is lower at this point. This means that the additional traffic that would be likely to use Pound Road is very low, as most traffic from Portsmouth Road looking to route south towards Hamble is already using Pound Road. |
| Do not install traffic lights / extend right-turn lane instead / install roundabout | <p>As for other junctions, both roundabout and signal-controlled options have been assessed and the proposed layout was found to have the best operation for both this junction and the overall network. It allows flow to be managed, to balance delays between the different approaches to the junction at peak times and off-peak delays will be minimised due to the 'smart' signals.</p> <p>Installing a roundabout would cause severe queues on Hamble Lane northbound due to the high volume of traffic turning right into Portsmouth Road from Hamble Lane southbound, which would have priority over northbound traffic. This flow would not be broken up because it would have very little opposing traffic, due to the very low number of vehicles that turn right out of Portsmouth Road.</p> <p>Leaving the junction as it is and just providing a longer right-turn lane would offer some benefits, but signalling the junction offers more benefits as it allows traffic to turn right into Portsmouth Road at the same time as traffic turns left out of Portsmouth Road, providing for very efficient operation of the signals.</p> |
| Lowford Hill Junction | |
| Keep as it is now, i.e. no through road | <p>Of the one-third of respondents who were unsure of or disagreed with the proposal to re-open Lowford Hill, three-quarters believed that it should be kept as it is now.</p> <p>The proposed re-opening of Lowford Hill for eastbound traffic would simply redistribute existing traffic that currently travels from the south on Hamble Lane and turns right at the Jurd Way junction, it should not in itself encourage more traffic to take this route. It involves relatively low numbers of vehicles (150-200 in the peak hours) but does provide enough of a benefit to the operation of the Jurd Way junction to warrant its inclusion. This is because the removal of right turning</p> |

| Issue / Comment / Suggestion | County Council Response |
|---|--|
| | <p>traffic from signal-controlled (and roundabout) junctions offers significant benefits to overall junction operation, as right-turning traffic directly opposes other traffic. In this instance the volume of traffic opposing vehicles on Hamble Lane southbound would be significantly reduced, by up to around 50%.</p> |
| <p>A27 / Portsmouth Road & Hamble Lane / Hound Road / Satchell Lane</p> | |
| <p>Don't install traffic lights here / make the lights smart to reduce off-peak delays / use a roundabout instead</p> | <p>As for other junctions, both roundabout and signal-controlled layouts have been assessed and overall the traffic signals were found to offer the most capacity and lowest delays. The lights that would be installed would be 'smart' meaning that during peak times delay would be balanced across the approaches according to the prevailing traffic conditions and at off-peak times delays would be minimised.</p> <p>A roundabout at Satchell Lane would not offer as many benefits to traffic on Satchell Lane due to the high flow on Hamble Lane southbound which would still oppose traffic looking to exit Satchell Lane and would not be broken up enough due to the relatively low volume of traffic turning right into Satchell Lane. Creating a large elongated roundabout incorporating the two junctions would also not work, as this would increase the volume of traffic opposing vehicles on all approaches.</p> |
| <p>Hound Road roundabout doesn't need changing</p> | <p>As per the consultation responses, the majority of people did not support the proposed changes to the Hamble Lane / Hound Road roundabout, although the majority did support changes at the Satchell Lane junction. It is acknowledged that the Satchell Lane junction is more of an issue than the Hound Road junction and that the Hound roundabout generally works quite well.</p> <p>However, option testing revealed that to make the Satchell Lane junction work better traffic signals would be required and due to the proximity of the Hound road junction circa 60m to the north, signalisation of Hound Road would also be required to manage the flow on Hamble Lane southbound and minimise queuing between the two junctions, which would otherwise potentially block back to Hound Road junction and interfere with its operation.</p> |
| <p>Improvements to Pedestrian and Cycling Provision, south of Hamble Station</p> | |

| Issue / Comment / Suggestion | County Council Response |
|--|---|
| Cyclists and pedestrians should be separated, for safety etc, or paths widened | It is acknowledged that ideally pedestrian and cycle provision would be separated, but due to the significant physical and environmental constraints along Hamble Lane, it is not considered feasible to provide a wider and/or segregated path at this time. |
| Additional crossing points are required | <p>It is acknowledged that there are currently no formal or controlled crossing points on Hamble Lane in the vicinity of Hamble Rail Station. The nearest controlled crossing points are located 750m to the south (adjacent to Hamble Primary School), or 350m to the north (adjacent to the Hamble School). There is an uncontrolled crossing with a central refuge island located 300m to the south of the station, adjacent to the police training centre access and further south into Hamble village there are several more crossings of this type.</p> <p>The provision of an additional crossing in the vicinity of the rail station will be considered further as part of ongoing work to try and provide a car park and drop-off facility at the station. This would be expected to increase use of the station and thereby increase potential demand for a crossing. It should be noted that providing a crossing in the immediate vicinity of the station would not be possible due to the presence of the 'humped' bridge over the railway line, which limits the forward visibility sightlines to a crossing.</p> |
| Cyclists should be made to use the cycle paths, where they exist | <p>There is no existing mechanism by which cyclists could be made to use cycle paths and even if there was, it is not something that the County Council would wish to pursue. Cyclists have as much right to be on the road as vehicles.</p> <p>Encouraging more people to cycle is a key part of the County Council's strategy to reduce the number of vehicles on our roads and help people to lead healthier lifestyles.</p> |
| Better connectivity of cycle paths | <p>It is acknowledged that it could be considered that there is a 'missing link' in provision, as there is no path on the western side of Hamble Lane from the bus stop layby south of the Police Training Centre access for a distance of circa 250m, up to where the Hamble Rail Trail crosses Hamble Lane, north of Hamble Primary School.</p> <p>However, there is a shared use path on the eastern side of Hamble Lane at this location and the Hamble Rail Trail does provide an alternative route on the western side of</p> |

| Issue / Comment / Suggestion | County Council Response |
|--|---|
| | <p>Hamble Lane for this section and one that is not adjacent to the carriageway.</p> <p>Providing a continuous shared use path along Hamble Lane on the western side would be very challenging due to the high number of trees adjacent to the highway and the allotments that are located directly behind these trees.</p> <p>There is also no cycle path on either side of Hamble Lane over the railway bridge adjacent to the station, with only a footpath on the eastern side of the road. This is because of the narrow width of the road on the approach to and over the bridge, which limits the space available for a footway/cycleway. To widen the road would require a new bridge to be constructed, or an additional structure to carry pedestrians/cyclists to be 'bolted-on' alongside the bridge, both of which would involve significant cost.</p> |
| <p>Re-surfacing is required, to encourage use</p> | <p>The surfacing of the existing shared use path will be reviewed and where appropriate this will be flagged for improvement via the County Council's highway maintenance programme.</p> |
| <p>Environmental Mitigation Measures</p> | |
| <p>Replacement vegetation should be provided, including in the wider area if not enough space adjacent to the road</p> | <p>As outlined during the consultation, the proposed Scheme does include a plan to plant new vegetation to replace that which would be lost. For the northern section of Hamble Lane, the indicative proposals involve the replacement planting of circa 48 new trees and 350m of new hedgerow and shrubs, to replace the circa 40 existing trees that would be lost. As the scheme develops further, consideration will be given to providing additional new planting in the wider area.</p> |
| <p>Perceived Negative Impacts on the Local Area and on Respondents</p> | |
| <p>Disruption during construction stage</p> | <p>Whilst detailed plans for the construction phase of the Scheme have yet to be developed, it's clear that on a road as busy as Hamble Lane there would be disruption and delay over and above that currently experienced, whilst an on-line widening scheme such as this is constructed. As part of the traffic management plan for the Scheme every effort will be made to minimise disruption as far as possible, particularly during the morning and evening peak periods and at weekends.</p> |

| Issue / Comment / Suggestion | County Council Response |
|--|--|
| | <p>Consultation will be undertaken with all affected parties to ensure that access to adjacent properties and businesses is maintained for the duration of the works.</p> <p>Whilst there will be short-term disruption while the Scheme is implemented, in the longer term the benefits to traffic flow along Hamble Lane should be significant.</p> |
| <p>Increased queues due to traffic lights and more rat-running</p> | <p>Whilst the general perception is that traffic lights lead to more delays as vehicles are held at red lights, on a road that is already very congested such as Hamble Lane this tends not to be the case. Traffic lights provide an opportunity to manage traffic flows in way that cannot be achieved with roundabouts, by apportioning green time (and capacity) more evenly across the different junction approaches, based on the prevailing traffic conditions. This is especially true of modern 'smart' traffic signals which can respond in real-time to traffic conditions and adjust the signal timings accordingly.</p> <p>The transport modelling results that were presented at the consultation show that the proposed Scheme involving linked traffic signals would dramatically reduce the overall levels of congestion and delay on the north section of Hamble Lane, compared to a situation where the existing layout with roundabouts and priority junctions is maintained.</p> <p>It should also be noted that this view was supported by respondents to the consultation, where circa three times as many people cited positive impacts on traffic congestion and journey times as people citing negative impacts, as outlined in the full consultation report.</p> <p>There is no evidence to suggest that more rat-running would occur as a result of the proposed Scheme and indeed if Hamble Lane, Windhover roundabout and M27 Junction 8 are all working better, this should help to keep traffic on the more strategic routes and therefore reduce the propensity for rat-running to occur.</p> |
| <p>Increased pollution due to queues at traffic lights</p> | <p>As a result of the forecast reduction in delays and queuing vehicles and increase in vehicle speeds due to the proposed scheme it is expected that pollution levels will overall be significantly reduced. This is because stationary and slow-moving traffic causes more air pollution than traffic that is moving along at a steady speed. Whilst the traffic lights will result in short-term queues the modelling indicates that these queues should clear each cycle and there will be significantly less</p> |

| Issue / Comment / Suggestion | County Council Response |
|------------------------------|---|
| | <p>queueing vehicles than if the current junction layouts are retained.</p> <p>It should again be noted that this view was supported by respondents to the consultation, where approximately twice as many people cited a positive impact on air pollution as people citing a negative impact, as outlined in the full consultation report.</p> |

6.2 The County Council received 12 responses through channels other than, or in addition to the consultation questionnaire. Of these seven were from residents, three were from local Parish Councils and two from organisations. These responses raised similar views to those highlighted via the consultation questionnaire. The most frequent themes raised (those with three or more comments) in these responses are outlined below and the remainder can be seen in the full consultation report:

- Comments regarding past/ potential future housing developments in the area (6 comments).
- Concerns about the consultation process, Information Pack or Response Form (4 comments).
- Concerns that proposals may encourage 'rat running' and increase traffic through other areas (4 comments).
- Comments about the proposal to impose a U-Turn to access Tesco (4 comments).
- Concerns that traffic lights proposed would increase congestion (4 comments).
- Suggestions that traffic lights should be synchronised/smart lights (4 comments).
- Concerns about the impacts of the proposal to open the road/turning to Lowford from Hamble Lane (3 comments).
- Concerns that traffic delays forecast are still high after implementation (3 comments).
- Comments regarding improvement of cycle lanes (3 comments).
- General support shown to the proposals to improve Hamble Lane in the consultation (3 comments).
- Suggestions to improve congestion by reducing car usage/ encouraging use of public transport (3 comments).

- 6.3 The majority of the comments noted above have either been addressed within the table above or addressed within the previous EMET report of July 2018, which outlined the results of the first public consultation.
- 6.4 Of the outstanding items, full details of the consultation process are provided at Section 4 of this report. In relation to the concern that the delays are still forecast to be high following Scheme implementation, this is due to the very high levels of forecast traffic growth that were used in the assessment, to ensure a robust scheme was developed. Effectively the modelling for the forecast year scenario is undertaken using traffic flows that are produced by taking the surveyed and modelled base year traffic data and applying local background growth factors in accordance with Government technical guidance, to account for known local planned and committed development sites, and growth in traffic and car ownership more generally. Both the existing layout and the preferred Scheme have been modelled using the same flows and as shown by the modelling results the preferred Scheme is forecast to result in a very significant reduction in overall delay and journey times compared to the existing layout, which is the key point.

7. Modifications to the Preferred Scheme

7.1 Following the second public consultation and consultation with key stakeholders, some relatively minor revisions have been made to the preferred Scheme design at different locations, in order to optimise the design and take account of comments received. These can be summarised as follows and are shown on the revised drawings for the preferred Scheme, which are attached as Appendices to this report:

- The proposed u-turn adjacent to Tesco has been modified to include a third lane on Hamble Lane northbound approaching the u-turn, which is dedicated to u-turning traffic and will mean that traffic continuing north to Windhover roundabout is not impeded by traffic waiting at the signals to make the u-turn.
- The position of the traffic signal stop-line on the left-turn onto Hamble Lane from the Tesco car park has been amended, so that traffic is able to exit from the Lowford Clinic/Ruma Salons car park prior to the stop line.
- The layout in the vicinity of Manor Crescent has been revised (subject to further discussions with the residents of Manor Crescent) to show a central point of access, with the two existing access points at the northern and southern ends of the crescent closed off. This provides a safer and simpler layout, makes the junction more conspicuous to vehicles on Hamble Lane, and moves the accesses further away from the proposed signals at the Portsmouth Road and Jurd Way junctions. Precisely how Manor Crescent is accessed and where replacement parking provision is made will be subject to discussions with the affected residents on Manor Crescent and therefore could potentially be subject to modifications as the design progresses. But as the only directly affected

parties are the residents of Manor Crescent, this matter is one which does not need to be the subject of further wider public consultation.

- The internal layout within the Tesco car park is not shown on the scheme drawings as it is still subject to further review and discussions with Tesco and their representatives, in terms of servicing and access to/from the proposed new car park exit onto the A27.

8. Prioritisation of the Preferred Scheme for Highway Works

8.1 A review of which elements of the Scheme deliver the widest benefit to all and a review of the consultation responses has been undertaken. Consideration has also been given to which parts of the preferred Scheme could be delivered in isolation and which parts would be dependent on others. The following order of priority for different elements has been identified, which broadly accords with the public consultation responses, which prioritised highway works over improvements to pedestrian/cycle facilities south of Hamble Rail Station. Note again also that the on-line widening is an intrinsic part of any scheme and is therefore the top priority:

1. On-line widening of the northern section of Hamble Lane to provide a second lane southbound between the Tesco access and Portsmouth Road and a new shared use footway/cycleway on the eastern side of the road.
2. Signalisation of the Portsmouth Road Junction, including the partial re-opening of Lowford Hill.
3. Signalisation and widening of the Jurd Way junction.
- 4a. Revised access arrangements for the Tesco Store – new/improved existing car park egress and access, via the A27.
- 4b. Revised access arrangements for the Tesco Store – new signal-controlled left-in/left-out junction on Hamble Lane, with new u-turn slip from Hamble Lane northbound north of the Tesco access.
5. Signalisation of the A27/Portsmouth Road Junction.
6. Signalisation of the Satchell Lane and Hound Road junctions with Hamble Lane.

9. Sustainable Transport Measures

- 9.1 Development of the Travel Plan Framework (TPF) for the Hamble Peninsula will continue, including liaison with Hamble Parish Council, although at present there is no County Council funding to put towards roll-out of the TPF.
- 9.2 Work will continue to seek to progress the delivery of a new car park and drop-off facility at Hamble Rail Station on land owned by the County Council, working with key stakeholders including the Hampshire Police Training Centre and Eastleigh Borough Council. At present the primary means of

access to the new car park would need to be from the existing Police training centre access road and there are several issues that need to be overcome before this can be agreed.

- 9.3 Respondents to the public consultation prioritised junction improvement and widening works over pedestrian/cycle improvements to Hamble Lane (between the rail station and Ensign Way). Notwithstanding this, a feasibility study will be undertaken over the coming months to develop minor works schemes for improvements to pedestrian and cycle infrastructure along Hamble Lane (to the south of the rail station), in order to improve access to the station, with the possibility of funding these improvements via the Transforming Cities fund.

10. Finance

- 10.1 Approximately £3million in funding is available to be put towards the on-line widening and junction improvements for the northern section of Hamble Lane, from Section 106 contributions that are both held and to be forthcoming from local development sites.

- 10.2 Additional funding for the Scheme continues to be sought and the County Council has identified two potential opportunities to bid for funding towards the Scheme as follows:

- Highways England funding; and
- Transforming Cities Fund.

- 10.3 The latest cost estimate for the on-line widening and junction improvements for the northern part of Hamble Lane (Windhover to Lowford Hill, including the new Tesco A27 access) is circa £12million (excluding land costs). The estimate for improving the Portsmouth Road/A27 junction is a further circa £1.5million, while the initial estimate for improving the junctions with Hound Road and Satchell Lane is a further circa £2million.

- 10.4 Following the prioritisation exercise that has been undertaken, the intention is to deliver different elements of the preferred Scheme ideally in terms of the identified priority, but adjustments may need to be made to reflect the availability of sufficient funding. Approval is therefore sought as part of this report to proceed with the progression of the Scheme towards delivery in a prioritised and logical, but where appropriate flexible, manner.

11. Equalities

- 11.1 The Scheme will offer positive benefits to pedestrians and cyclists through the introduction of the new shared use path on the eastern side of Hamble Lane and also through the new signal-controlled crossing points of Hamble Lane and Jurd Way. Mobility impaired users will also significantly benefit from these new controlled crossing points, which are a safer form of crossing

than the existing uncontrolled crossing points. These crossings will assist users when crossing the widened highway along Hamble Lane.

11.2 Further details are provided in Integral Appendix B.

12. Future Direction

- 12.1 It is important to progress the overall design for the Scheme to a state of readiness whereby when sufficient funding becomes available, that prioritised elements can be quickly progressed to delivery (subject to the submission and approval of a Project Appraisal for the Scheme).
- 12.2 In order to progress the Scheme towards delivery additional funding will be required and as such there is a need to progress appropriate bidding opportunities for funding as and when they arise and to prepare business cases to support any funding bids, including potential bids to Highways England and the Transforming Cities Fund later this year.
- 12.3 As the improvement Scheme is limited to improvements to existing junctions and on-line widening adjacent to existing highway, it can be delivered as Permitted Development (PD), as authorised under Part 9 Section A(b) of the General Permitted Development Order (GDPO) 2015. However, it will still be necessary to prepare and progress the necessary orders, notices, consents, permissions, rights and easements as and when funding is secured for the different elements of the Scheme and to commence initial negotiations to acquire land.
- 12.4 In regard to third party land, it is possible that a Compulsory Purchase Order (CPO) will be required in due course for certain elements of the Scheme, but this will only be pursued once funding has been secured for the corresponding elements and would be run in parallel with negotiations to acquire the land by agreement. A recommendation will be made to the Executive Member for Policy and Resources that formal negotiations commence at the appropriate time and once funding is secured, to acquire all third party interests in any land and any necessary rights required to facilitate delivery of the Scheme elements, including the making of a CPO to run in parallel with negotiations to acquire all third party land interests by agreement.
- 12.5 Work is ongoing to establish whether an Environmental Impact Assessment (EIA) will be required by the Local Planning Authority (LPA), in order to assess the full environmental impact of the preferred Scheme. The environmental impact of the Scheme is expected to be relatively localised and in some cases (such as for air quality) beneficial, but should the LPA decide that an EIA is required, PD rights would be removed and planning permission would be required.
- 12.6 In order to secure the opportunity to deliver the Hamble Lane Improvement scheme in full, it is also considered opportune to review the existing

Eastleigh Borough Transport Statement 2012, and to consider whether it needs to be updated in respect of the policy stance on development off Hamble Lane in conjunction with the emerging Eastleigh Borough Local Plan 2036. It is therefore proposed that a review be carried out, and a further report be brought to a future decision day on this matter.

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

| | |
|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | yes |
| People in Hampshire live safe, healthy and independent lives: | yes |
| People in Hampshire enjoy a rich and diverse environment: | n/a |
| People in Hampshire enjoy being part of strong, inclusive communities: | n/a |

Other Significant Links

| | |
|--|-------------|
| Links to previous Member decisions: | |
| <u>Title</u> | <u>Date</u> |
| Hamble Lane Improvements | 17/07/2018 |
| A3025 Hamble Lane Improvements | 14/11/2017 |
| Direct links to specific legislation or Government Directives | |
| <u>Title</u> | <u>Date</u> |
| | |

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

| | |
|-----------------|-----------------|
| <u>Document</u> | <u>Location</u> |
| 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 improvements referred to in this decision seek to improve traffic flow on Hamble Lane as well as improving the facilities for non-motorised users. The Scheme also includes improvements to pedestrian and cycle infrastructure in the vicinity of Hamble village and the development of a travel plan for the Hamble Peninsula, to try to reduce reliance on the private car.

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.

The Scheme as currently designed will offer positive benefits to all highway users due to the reduction in vehicular journey times, and improvements in highway safety.

2. Impact on Crime and Disorder:

- 2.1. The decision is not considered to have any direct impact upon crime and disorder.

3. Climate Change:

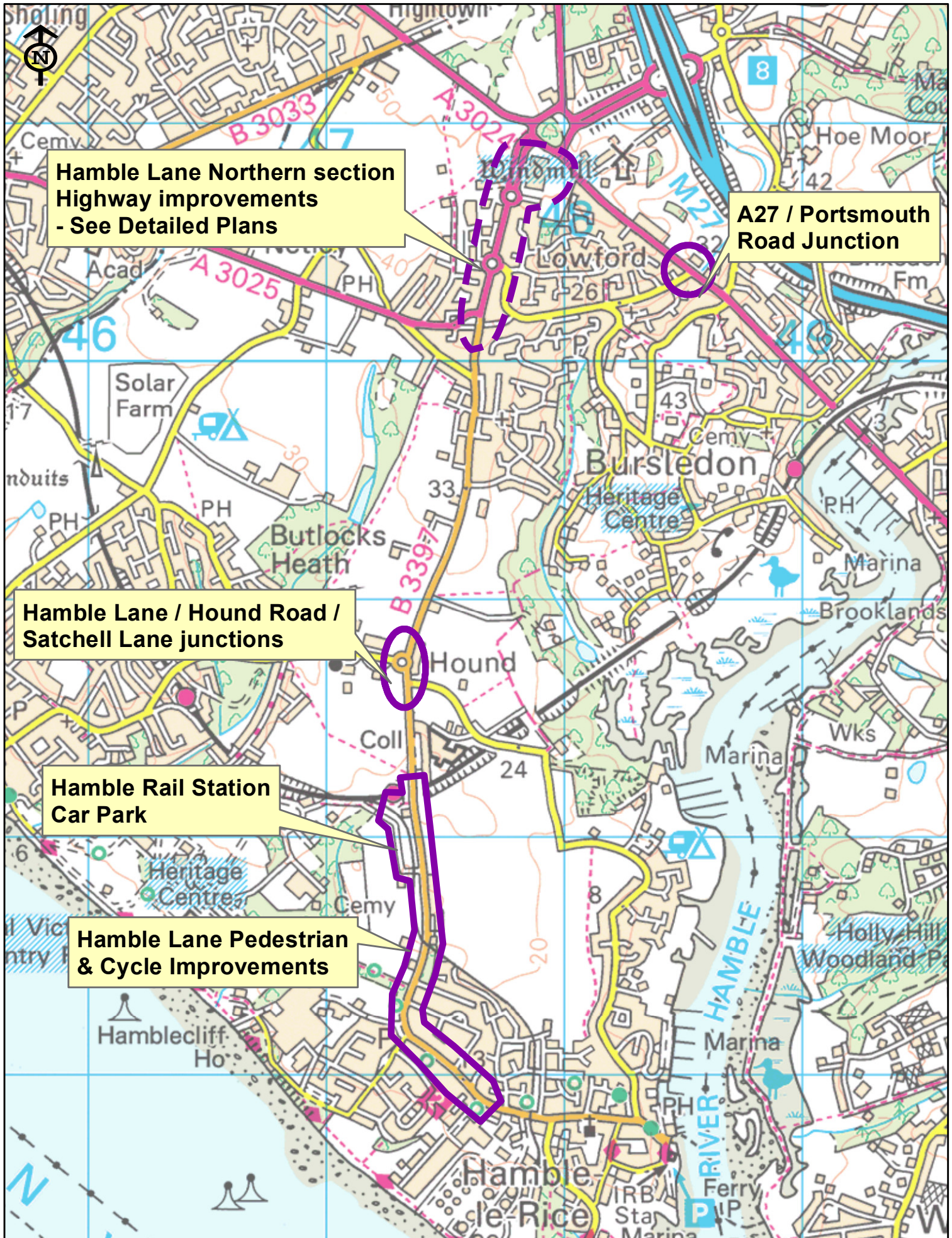
- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposed Scheme aims to reduce congestion and delay and therefore help to improve air quality, through a reduction in the volume of queuing vehicles. The northern section of Hamble Lane (from Windhover roundabout to Portsmouth Road) is an Air Quality Management Area (AQMA) designated by Eastleigh Borough Council, therefore the preferred scheme will directly help to improve air quality within a designated AQMA.

Elements of the preferred scheme for the wider network, such as the Hamble Travel Plan and the pedestrian and cycle improvements along Hamble Lane, aim help to reduce the number of vehicular trips along Hamble Lane. If successful they will therefore help to directly improve air quality and reduce emissions caused by vehicular traffic, providing positive climate change impacts and reducing our 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?

As the scheme progresses to the detailed design stage, a project appraisal will be developed with details of the design and layout which could address resilience to climate change. For example, improved highway drainage can minimise the potential increase of flooding incidents due to climate change and limit the damaging effects water has on the condition of the carriageway, other highway assets, and private property.



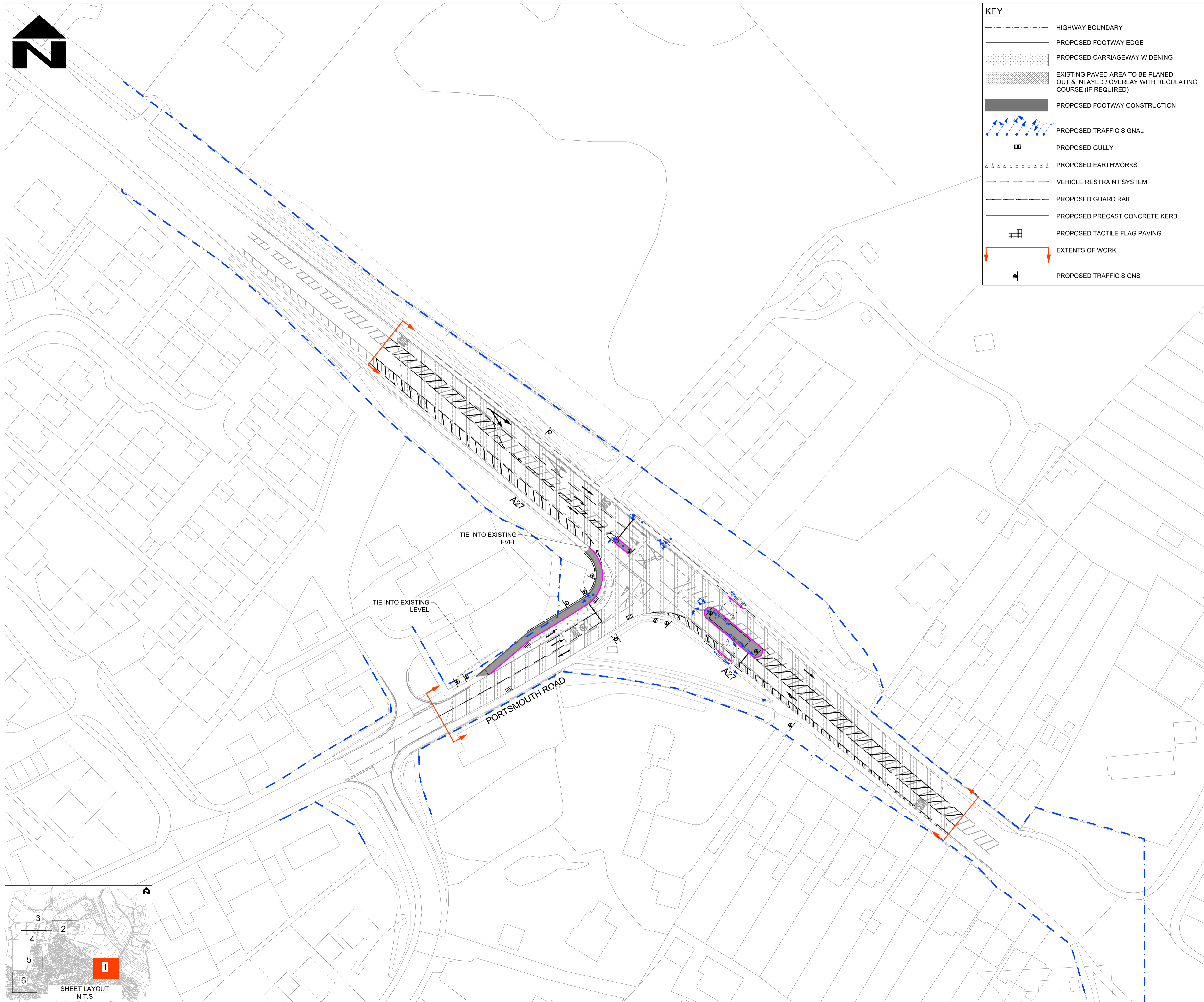
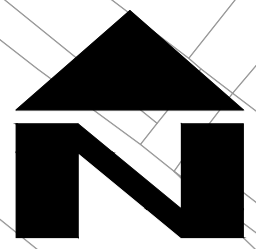
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**Hamble Lane Improvements
 Preferred Scheme Overview Plan**



**Hampshire
 County Council**

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KEY

- HIGHWAY BOUNDARY
- PROPOSED FOOTWAY EDGE
- PROPOSED CARRIAGEWAY WIDENING
- EXISTING PAVED AREA TO BE PLANED OUT & INLAYED / OVERLAY WITH REGULATING COURSE (IF REQUIRED)
- PROPOSED FOOTWAY CONSTRUCTION
- PROPOSED TRAFFIC SIGNAL
- PROPOSED GULLY
- PROPOSED EARTHWORKS
- VEHICLE RESTRAINT SYSTEM
- PROPOSED GUARD RAIL
- PROPOSED PRECAST CONCRETE KERB
- PROPOSED TACTILE FLAG PAVING
- EXTENTS OF WORK
- PROPOSED TRAFFIC SIGNS

- NOTES**
1. DO NOT SCALE FROM THIS DRAWING.
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

| | |
|---|------|
| Construction | None |
| Live traffic | None |
| Live utilities, Presence of soil contamination, asbestos, tar and breaking of concrete not known. | None |
| Maintenance / Cleaning | None |

| | |
|-----|------|
| Use | None |
|-----|------|

| | |
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| Decommissioning / Demolition | None |
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| Drawing Status | Suitability |
| FOR REVIEW / COMMENT | S3 |

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Hampshire County Council **Engineering CONSULTANTS**

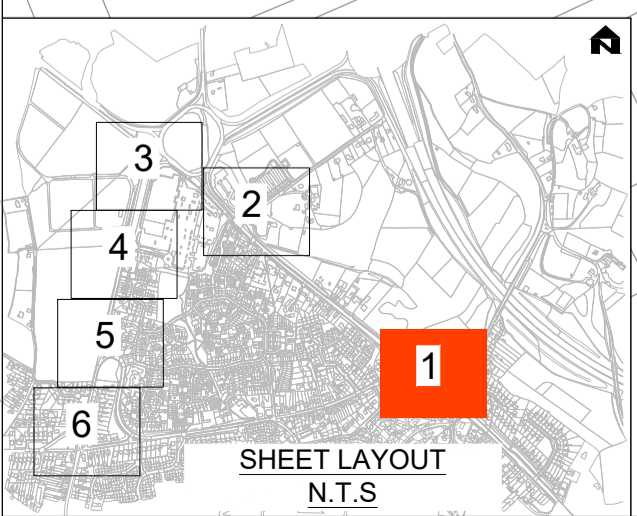
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Project Title
A3025 Hamble Lane Improvements

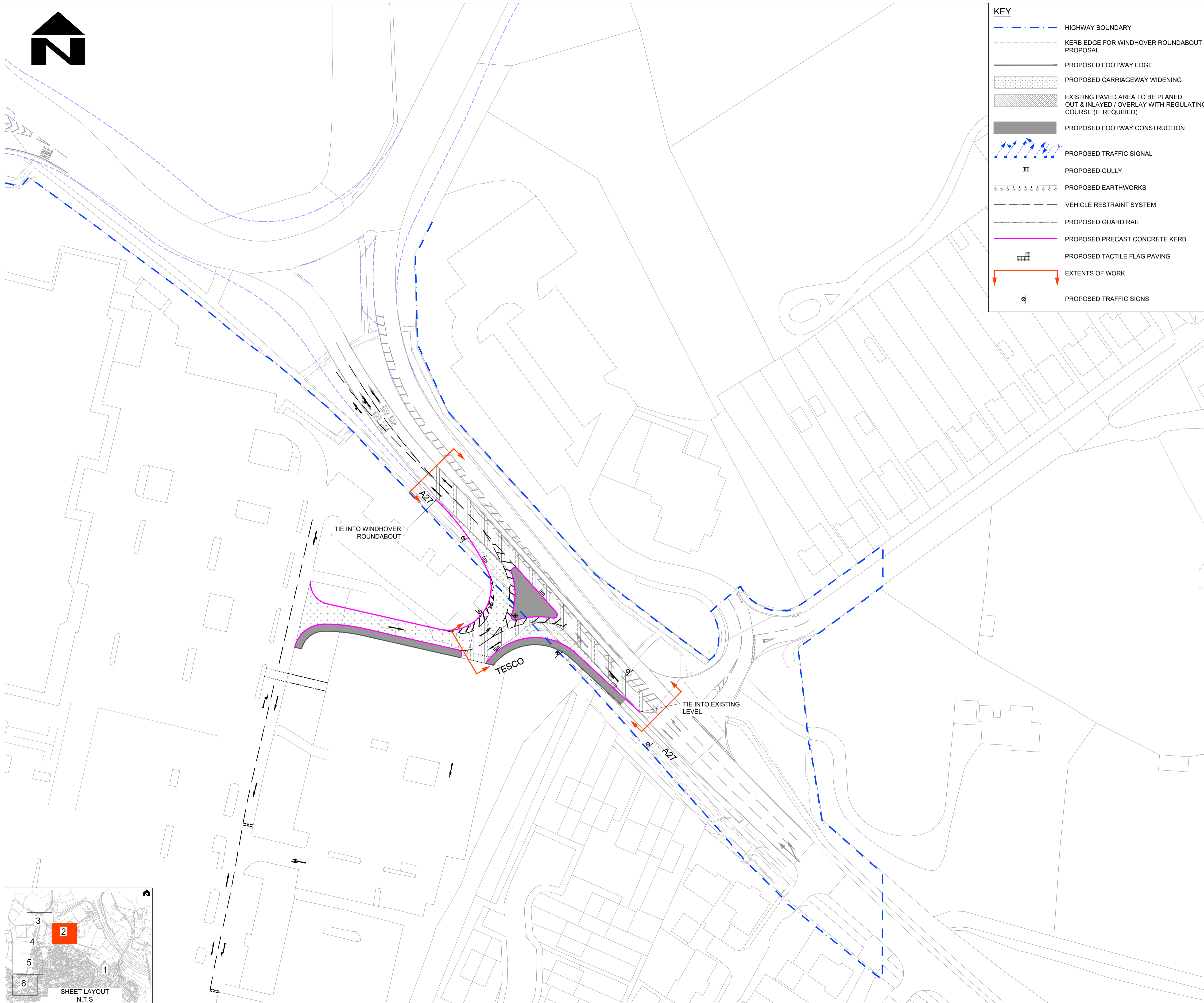
Drawing Title
GENERAL ARRANGEMENT (PORTSMOUTH ROAD & A27 JUNCTION)

| | | | | |
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| Scale | Designed / Drawn | Checked | Approved | Authorised |
| 1:500 | KM | RJ | AC | --- |
| Original Size | Date | Date | Date | Date |
| A1 | 17/12/18 | 17/12/18 | 17/12/18 | --- |

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| Drawing Number | Project | Originator | Volume | Job No. |
| HCCSPCO - ATK - HGN - C315 - DR - CH - 000019 | | | | 5164675 |
| Location | Type | Role | Number | Revision |
| | | | | P01 |



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| KEY | |
|-----|---|
| | HIGHWAY BOUNDARY |
| | KERB EDGE FOR WINDHOVER ROUNDABOUT PROPOSAL |
| | PROPOSED FOOTWAY EDGE |
| | PROPOSED CARRIAGEWAY WIDENING |
| | EXISTING PAVED AREA TO BE PLANED OUT & INLAYED / OVERLAY WITH REGULATING COURSE (IF REQUIRED) |
| | PROPOSED FOOTWAY CONSTRUCTION |
| | PROPOSED TRAFFIC SIGNAL |
| | PROPOSED GULLY |
| | PROPOSED EARTHWORKS |
| | VEHICLE RESTRAINT SYSTEM |
| | PROPOSED GUARD RAIL |
| | PROPOSED PRECAST CONCRETE KERB. |
| | PROPOSED TACTILE FLAG PAVING |
| | EXTENTS OF WORK |
| | PROPOSED TRAFFIC SIGNS |

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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| Construction |
|---|
| Live traffic |
| Live utilities, Presence of soil contamination, asbestos, tar and breaking of concrete not known. |
| Maintenance / Cleaning |
| None |

| Use |
|------|
| None |

| Decommissioning / Demolition |
|------------------------------|
| None |

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| P01 | KM | RJ | AC | 17/12/18 |
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| Description | | | | |

| Drawing Status | Suitability |
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| FOR REVIEW / COMMENT | S3 |

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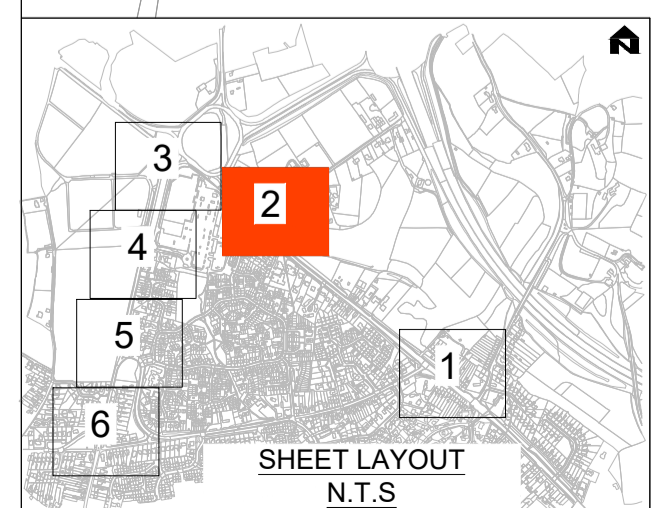
Hampshire County Council Engineering CONSULTANT

STUART JARVIS BSc DipTP FCIHT MRTPI DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

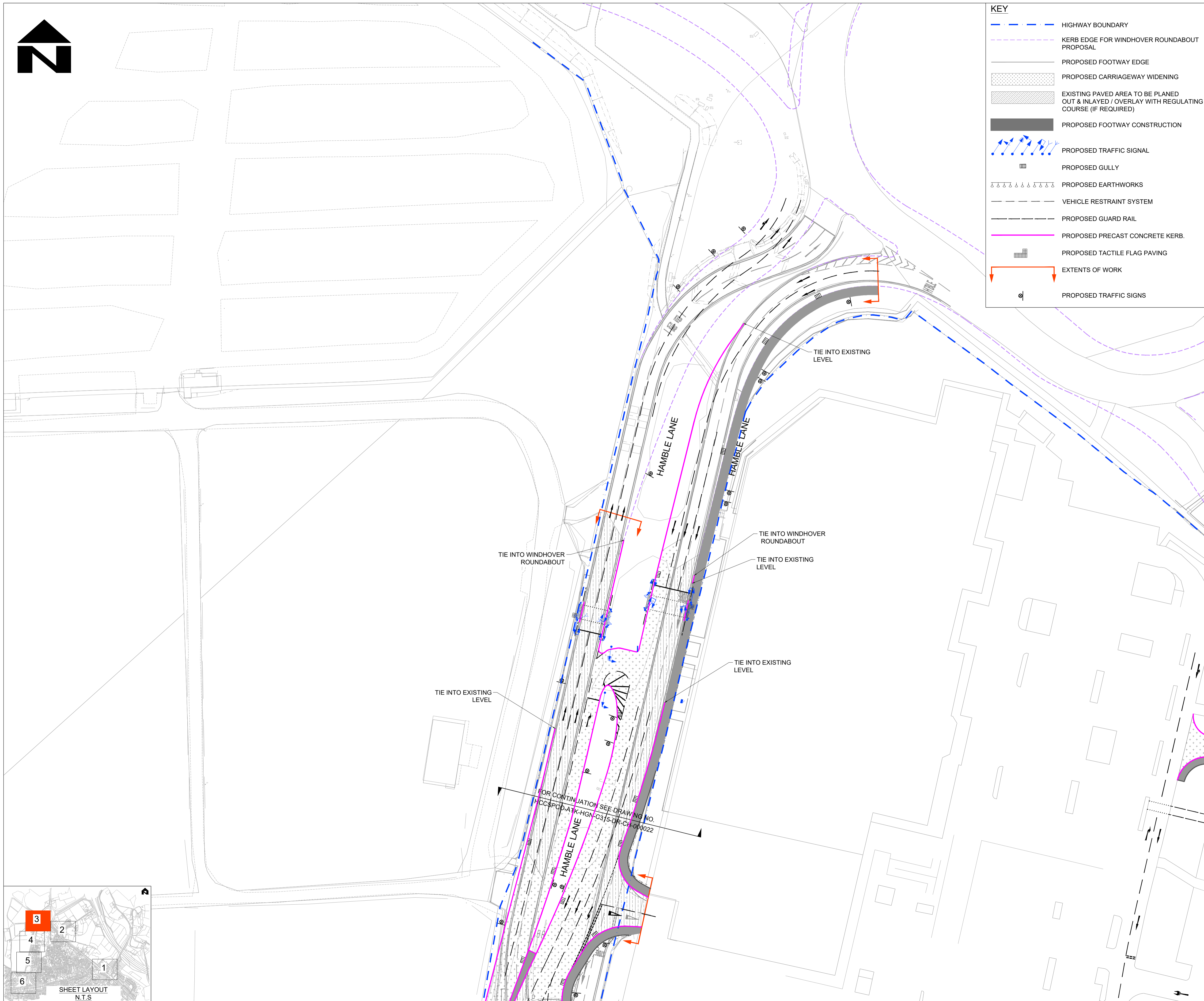
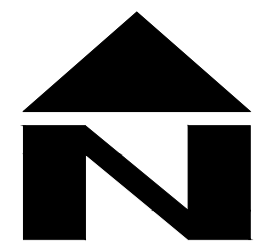
Project Title: **A3025 Hamble Lane Improvements**

Drawing Title: **GENERAL ARRANGEMENT (ACCESS FROM TESCO ONTO A27)**

| Scale | Designed / Drawn | Checked | Approved | Authorised |
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| 1:500 | KM | RJ | AC | --- |
| Original Size | Date | Date | Date | Date |
| A1 | 17/12/18 | 17/12/18 | 17/12/18 | --- |
| Drawing Number | Project | Originator | Volume | Job No. |
| HCCSPCO - ATK - HGN - C315 - DR - CH - 000020 | | | | 5164675 |
| Location | Type | Role | Number | Revision |
| | | | | P01 |



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KEY

- HIGHWAY BOUNDARY
- KERB EDGE FOR WINDHOVER ROUNDABOUT PROPOSAL
- PROPOSED FOOTWAY EDGE
- PROPOSED CARRIAGEWAY WIDENING
- EXISTING PAVED AREA TO BE PLANED OUT & INLAYED / OVERLAY WITH REGULATING COURSE (IF REQUIRED)
- PROPOSED FOOTWAY CONSTRUCTION
- PROPOSED TRAFFIC SIGNAL
- PROPOSED GULLY
- PROPOSED EARTHWORKS
- VEHICLE RESTRAINT SYSTEM
- PROPOSED GUARD RAIL
- PROPOSED PRECAST CONCRETE KERB.
- PROPOSED TACTILE FLAG PAVING
- EXTENTS OF WORK
- PROPOSED TRAFFIC SIGNS

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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| |
|---|
| Construction |
| Live traffic |
| Live utilities, Presence of soil contamination, asbestos, tar and breaking of concrete not known. |
| Maintenance / Cleaning |
| None |

| |
|------|
| Use |
| None |

| |
|------------------------------|
| Decommissioning / Demolition |
| None |

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| P01 | KM | RJ | AC | 17/12/18 |
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| Description | |
| FOR REVIEW / COMMENT | |
| Suitability | S3 |

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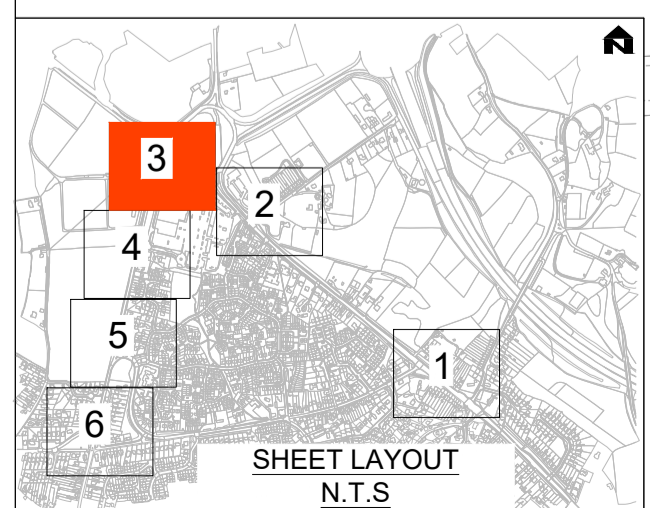
Client
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County Council

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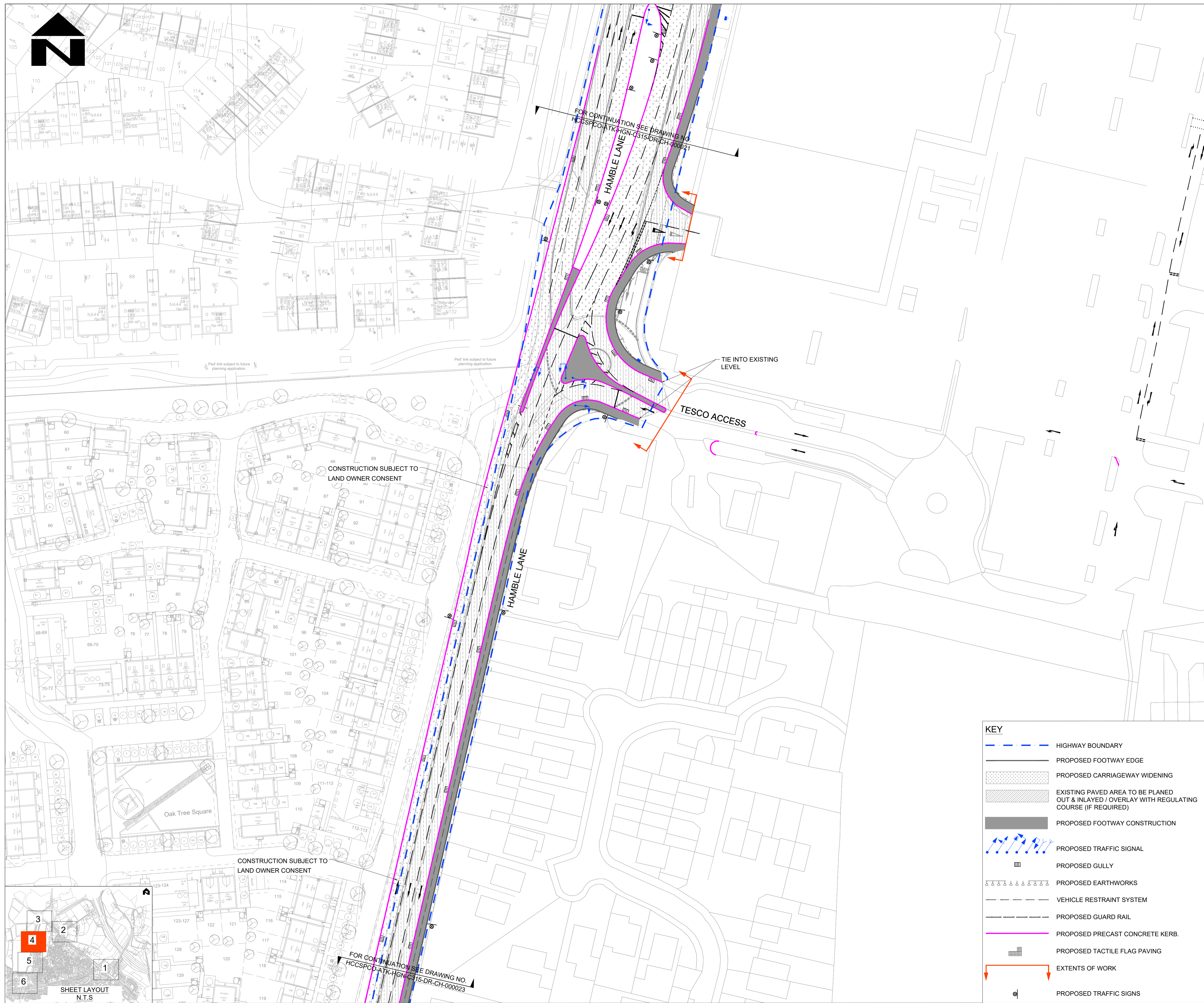
Project Title
A3025 Hamble Lane Improvements

Drawing Title
GENERAL ARRANGEMENT (WINDHOVER SOUTH WEST)

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| Scale | 1:500 | Designed / Drawn | KM | Checked | RJ | Approved | AC | Authorised | --- |
| Original Size | A1 | Date | 17/12/18 | Date | 17/12/18 | Date | 17/12/18 | Date | --- |
| Drawing Number | Project | | Originator | | Volume | | Job No. | | 5164675 |
| HCCSPCO - ATK | | HGN - C315 | | DR - CH | | 000021 | | Revision | P01 |
| Location | Type | Role | Number | | | | | | |



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| | | |
|------------------------|--------------|---|
| Construction | Live traffic | Live utilities, Presence of soil contamination, asbestos, tar and breaking of concrete not known. |
| Maintenance / Cleaning | None | |

| | |
|-----|------|
| Use | None |
|-----|------|

| | |
|------------------------------|------|
| Decommissioning / Demolition | None |
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| Drawing Status | Suitability |
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Project Title
A3025 Hamble Lane Improvements

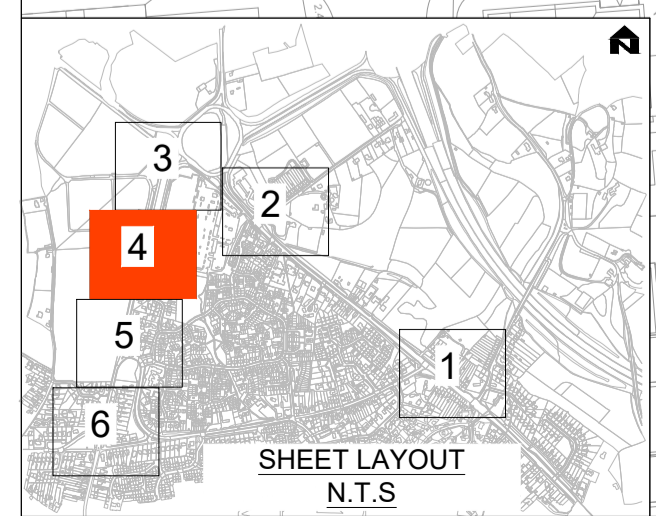
Drawing Title
GENERAL ARRANGEMENT (HAMBLE LANE & TESCO ACCESS)

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| Scale | Designed / Drawn | Checked | Approved | Authorised |
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| Original Size | Date | Date | Date | Date |
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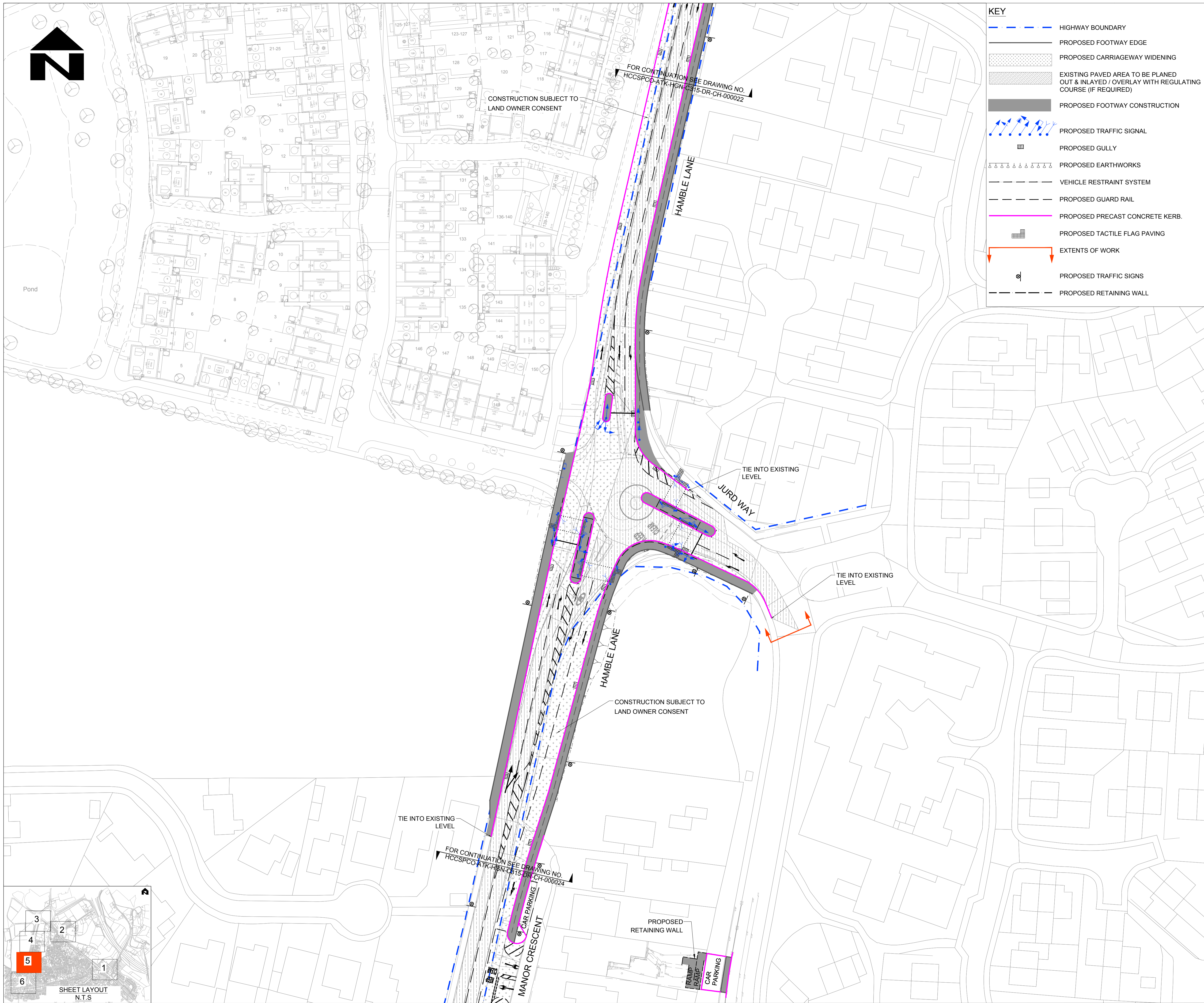
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| HCCSPCO - ATK - HGN - C315 - DR - CH - 000022 | | | 000022 | 5164675 |
| Location | Type | Role | Number | Revision |
| | | | | P01 |

KEY

- HIGHWAY BOUNDARY
- PROPOSED FOOTWAY EDGE
- PROPOSED CARRIAGEWAY WIDENING
- EXISTING PAVED AREA TO BE PLANED OUT & INLAYED / OVERLAY WITH REGULATING COURSE (IF REQUIRED)
- PROPOSED FOOTWAY CONSTRUCTION
- PROPOSED TRAFFIC SIGNAL
- PROPOSED GULLY
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- PROPOSED GUARD RAIL
- PROPOSED PRECAST CONCRETE KERB.
- PROPOSED TACTILE FLAG PAVING
- EXTENTS OF WORK
- PROPOSED TRAFFIC SIGNS



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KEY

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- PROPOSED PRECAST CONCRETE KERB.
- PROPOSED TACTILE FLAG PAVING
- EXTENTS OF WORK
- PROPOSED TRAFFIC SIGNS
- PROPOSED RETAINING WALL

- NOTES**
1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 3. LIMITS OF WORK ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
 4. EXISTING ROAD MARKINGS TO BE REMOVED BEFORE LAYING NEW ROAD MARKINGS ONLY IN THE AREAS WHERE NEW ROAD MARKINGS ARE PROPOSED.
 9. ALL ROAD MARKINGS TYPES / COLOURS & DIMENSIONS SHALL BE IN ACCORDANCE WITH TSRGD 2016.
 10. HEALTH AND SAFETY: THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE SITE. PLANS SHOWING APPROXIMATE LOCATIONS HAVE BEEN SUPPLIED BY THE SERVICE MANAGER.
 11. DRAINAGE ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN DETAIL DESIGN STAGE INDICATIVE PROPOSALS ONLY SHOWN.
 12. SIGN ASSESSMENT AND DESIGN TO BE UNDERTAKEN IN DETAIL DESIGN STAGE INDICATIVE PROPOSALS ONLY SHOWN.
 13. ANY PROPOSED IMPROVEMENT BEYOND HIGHWAY LAND BOUNDARY IS SUBJECT TO THE CONSENT OF LAND OWNER & APPROVAL OF OVERSEEING ORGANISATION.
 14. FOR TRAFFIC SIGNAL DRAWING REFER DRAWING NO. HCCSPCO-ATK-HTS-C315-DR-CH-000001 TO 000006.
 15. THIS DRAWING IS INTENDED AS A PRELIMINARY OPTION DESIGN & IS NOT FOR CONSTRUCTION PURPOSE.
 16. HIGHWAY BOUNDARY SHOWN IN DRAWING IS EXTRACTED FROM AVAILABLE INFORMATION & SAME SHOULD BE VERIFIED AT SITE.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

| | |
|---|--------------|
| Construction | Live traffic |
| Live utilities, Presence of soil contamination, asbestos, tar and breaking of concrete not known. | |
| Maintenance / Cleaning | |
| None | |

| | |
|-----|------|
| Use | None |
|-----|------|

| | |
|------------------------------|------|
| Decommissioning / Demolition | None |
|------------------------------|------|

| | | | | |
|-----|----|----|----|----------|
| P01 | KM | RJ | AC | 17/12/18 |
|-----|----|----|----|----------|

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| First Issue | |
| Rev | Drawn / Des |
| | Checked |
| | Approved |
| | Date |

| | |
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| Description | |
|-------------|--|

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|----------------------|-------------|
| Drawing Status | Suitability |
| FOR REVIEW / COMMENT | S3 |

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County Council

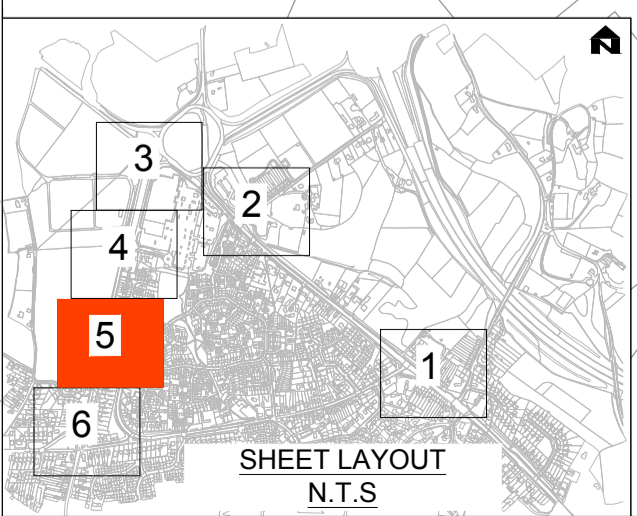
STUART JARVIS BSc DipTP FCIHT MRTPI DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
A3025 Hamble Lane Improvements

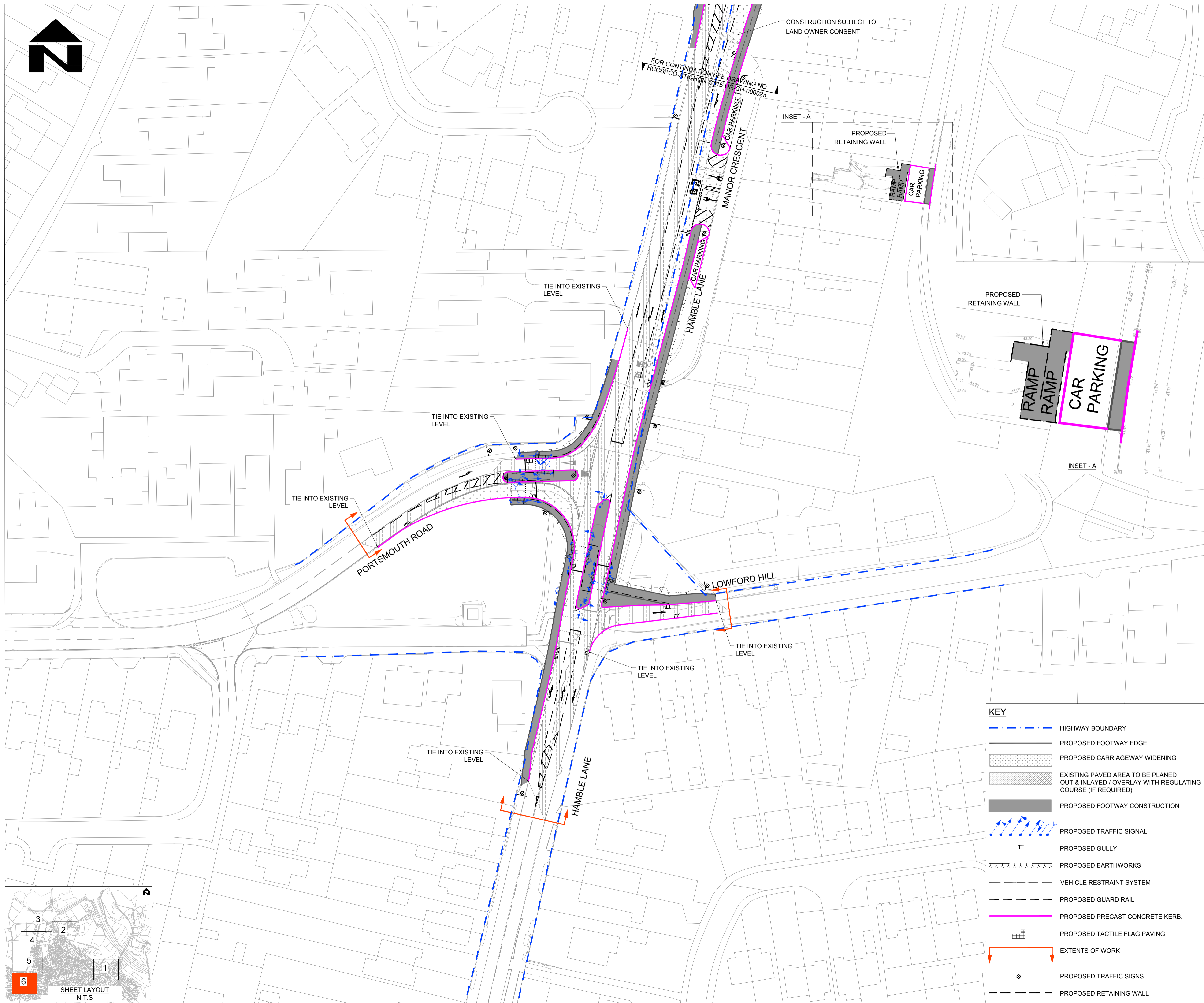
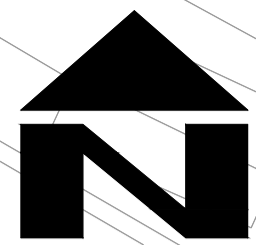
Drawing Title
GENERAL ARRANGEMENT (HAMBLE LANE & JURDWAY JUNCTION)

| | | | | |
|---------------|------------------|----------|----------|------------|
| Scale | Designed / Drawn | Checked | Approved | Authorised |
| 1:500 | KM | RJ | AC | --- |
| Original Size | Date | Date | Date | Date |
| A1 | 17/12/18 | 17/12/18 | 17/12/18 | --- |

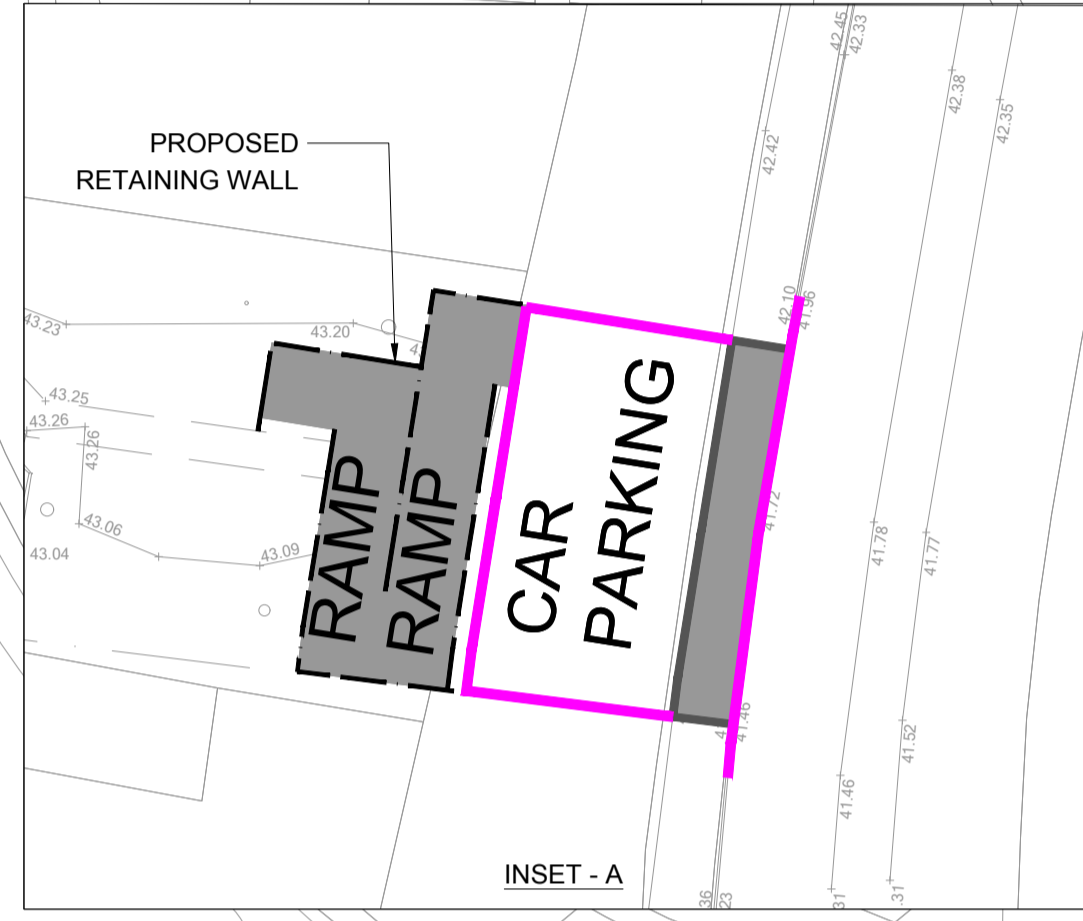
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| Drawing Number | Project | Originator | Volume | Job No. |
| HCCSPCO - ATK - HGN - C315 - DR - CH - 000023 | | | | 5164675 |
| Location | Type | Role | Number | Revision |
| | | | | P01 |



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| | |
|------------------------|---|
| Construction | Live traffic |
| Live utilities | Presence of soil contamination, asbestos, tar and breaking of concrete not known. |
| Maintenance / Cleaning | None |

| | |
|-----|------|
| Use | None |
|-----|------|

| | |
|------------------------------|------|
| Decommissioning / Demolition | None |
|------------------------------|------|

| | | | | |
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| P01 | KM | RJ | AC | 17/12/18 |
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First Issue

| Rev | Drawn / Des | Checked | Approved | Date |
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Description

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| Drawing Status | Suitability |
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FOR REVIEW / COMMENT S3



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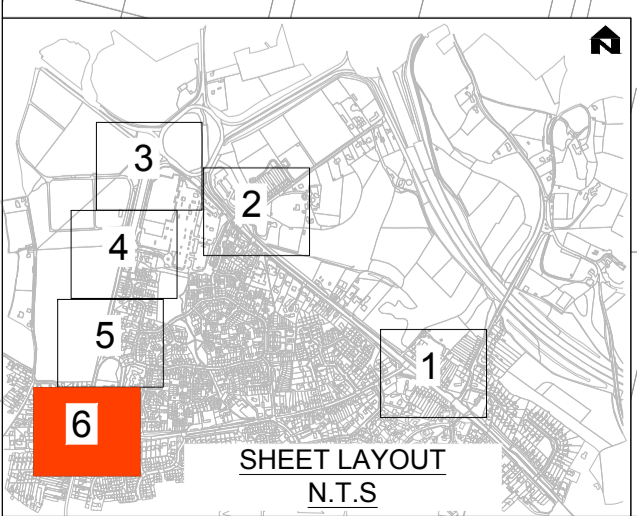
Project Title
A3025 Hamble Lane Improvements

Drawing Title
GENERAL ARRANGEMENT (PORTSMOUTH ROAD & LOWFORD HILL JUNCTION)

| Scale | Designed / Drawn | Checked | Approved | Authorised |
|---------------|------------------|----------|----------|------------|
| 1:500 | KM | RJ | AC | --- |
| Original Size | Date | Date | Date | Date |
| A1 | 17/12/18 | 17/12/18 | 17/12/18 | --- |

| Drawing Number | Project | Originator | Volume | Job No. |
|---|---------|------------|--------|----------|
| HCCSPCO - ATK - HGN - C315 - DR - CH - 000024 | | | | 5164675 |
| Location | Type | Role | Number | Revision |
| | | | | P01 |

- KEY**
- HIGHWAY BOUNDARY
 - PROPOSED FOOTWAY EDGE
 - PROPOSED CARRIAGEWAY WIDENING
 - EXISTING PAVED AREA TO BE PLANED OUT & INLAYED / OVERLAY WITH REGULATING COURSE (IF REQUIRED)
 - PROPOSED FOOTWAY CONSTRUCTION
 - PROPOSED TRAFFIC SIGNAL
 - PROPOSED GULLY
 - PROPOSED EARTHWORKS
 - VEHICLE RESTRAINT SYSTEM
 - PROPOSED GUARD RAIL
 - PROPOSED PRECAST CONCRETE KERB.
 - PROPOSED TACTILE FLAG PAVING
 - EXTENTS OF WORK
 - PROPOSED TRAFFIC SIGNS
 - PROPOSED RETAINING WALL



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HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|--|
| Decision Maker: | Executive Member for Environment and Transport |
| Date: | 12 March 2019 |
| Title: | Highway Network Hierarchy |
| Report From: | Director of Economy, Transport and Environment |

Contact name: Paul Davison

Tel: 01962 832226

Email: paul.davison@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the revised carriageway and footway hierarchies, (Appendices 2 and 3 of the supporting report), to underpin the amended inspection frequencies, and notes that the wider range of asset hierarchies will be reviewed with the objective of developing a single integrated network hierarchy.
- 1.2. That the Executive Member for Environment and Transport approves the new recommended frequencies for walked and driven highway safety inspections, shown in Appendix 4.
- 1.3. That the Executive Member for Environment and Transport approves the implementation of the revised hierarchies and highway safety inspections frequencies from 1 April 2019.
- 1.4. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport to approve future minor revisions to the hierarchies and highway safety inspection frequencies.

2. Executive Summary

- 2.1. The purpose of this report is to outline the work undertaken to develop revised carriageway and footway hierarchies and highway safety inspection frequencies in accordance with the new Well Managed Highway Infrastructure: A Code of Practice (COP) and seek formal approval for their implementation.

3. Contextual information

- 3.1. The new COP requires Local Authorities to adopt a risk-based approach for all aspects of highway maintenance policy. It emphasises that a well-defined network hierarchy that reflects the needs, priorities and use of the asset is fundamental to implementing a risk based strategy.

The review, development and implementation of Hampshire's revised carriageway and footway hierarchies and highway safety inspection frequencies

was approved by the Economy Transport and Environment Service Stream Board on 5 November 2018.

- 3.2. The old COP (Well Maintained Highways 2005) was prescriptive and set out the hierarchy categories, the criteria that should be considered in determining the category and stipulated the inspection frequency required for each network section. Refer to Appendix 1 for details.

The new COP gives Local Authorities the flexibility to define their own hierarchies, decide the criteria that determine them and assign their own safety inspection frequencies accordingly. This presents an opportunity to develop hierarchies that align more closely with local needs and that can be amended to meet an ever changing network and levels of service.

To ensure the needs, priorities and actual uses of the entire network are considered it is proposed that there will be separate hierarchies for carriageway, footway and cycleway and that these will be a major influence for other hierarchies such as Structures, Intelligent Transport Systems (ITS) & Street Lighting. It's also intended that they are used to inform and adjust the resilient and winter service networks if deemed necessary.

A cycleway hierarchy is currently being developed and a project to collect all the data necessary to accurately inform the hierarchy is underway. In the interim period until its implementation, cycleways will be inspected at the same frequency as the associated carriageway or footway.

A further review will be undertaken which will consider consolidating all hierarchies into one integrated hierarchy. However, the current focus is to embed the proposed hierarchies in this report to ensure timely compliance with the new COP.

Hampshire County Council at present only uses the existing carriageway and footway hierarchies to determine the frequency of highway safety inspections. However, the new COP recognises that network hierarchies are fundamental to delivering an efficient risk based highway service so it is intended that the new hierarchies will have far wider uses and implications. These include:

- Allocation of highway maintenance budget;
- Influencing highway works programming and prioritising highway schemes;
- Determining scheme treatment types;
- Influencing and prioritising service activities in the Hampshire Highways Service Contract;
- Setting safety inspection frequencies, defect categorisation and response times across major asset types; and
- Development of highway service inspections.

It's important to note that without prescriptive national guidance in place decisions must be fully evidenced and documented. Without clear evidence in place highway claims will be more difficult to defend and there will be an increased exposure to liability.

In order to mitigate these risks it is proposed that the revised hierarchies and the scheduling of safety inspections will be managed centrally by the Asset

Management Team (AMT) and subject to a formal review on a biennial basis. This will ensure the hierarchies and inspection schedules are routinely updated and maintained consistently across the county.

3.3. The network hierarchy was developed in consultation with a group representing multiple departments and services across Hampshire County Council, as well as the South East 7 Local Authority Group.

3.4. Criteria to inform and define the carriageway and footway hierarchies were compiled from numerous sources including the new and old codes of practice, other sections in the Economy Transport and Environment (ETE) department, Hampshire County Council departments, consultants and local authorities. The working group considered each criterion against a range of factors and the reasons and decisions for including or omitting were recorded.

The final list of agreed criteria was then assessed for importance and used to form the basis of the hierarchy categories. A scoring matrix with primary and secondary criteria was then developed to assign a hierarchy category to each network section. This exercise was carried out for carriageway and footway separately. Refer to Appendix 2 for details of the carriageway hierarchy and Appendix 3 for the footway hierarchy.

3.5. Although there are many proposed uses for the new hierarchies one of the most significant impacts will be on highway safety inspection frequencies. To ensure compliance with the new COP it was necessary to review and align safety inspection frequencies with the revised hierarchies. Various sources of information including highway claims, highway enquiries, construction information and defect data were used when determining inspection frequencies to ensure risks were considered. Several safety inspection frequency options were developed for both carriageway and footway and the potential impact on resources against current inspection frequencies assessed.

The network length inspected increased for all options due to better network inventory data. However, the total length of inspections per year has been reduced. There are several common factors that account for this:

- Amending the network to align more closely with its function;
- Eliminating sections being over inspected; and
- Proposed introduction of biennial inspections on culs-de-sac with no connecting footway (currently annual).

The number of claims on culs-de-sac is very low and defects are generally reported by the public before they are identified by inspections. The established online reporting tools have had a positive impact on defect identification, response and repair and will continue to be available. The introduction of biennial inspections is therefore deemed to have a minor impact on risk.

3.6. The working group's recommended options for driven and walked safety inspections were agreed by ETE Service Stream Board on 5 November 2018, refer to Appendix 4 for details.

- Both options retain high inspection frequencies on identified high risk sections of carriageway and footway. For example, flagged footways are considered high risk. They represent only 3% of the network but account for approximately 50% of all footway safety defects;

- Inspection frequencies are reduced on classified roads identified as lower risk. The associated risk with reducing these frequencies is limited to only 6% of the network;
- Analysis of the footway network showed that there is little middle ground in terms of importance and risk. Twice yearly inspections are therefore deemed unnecessary and have been removed;
- Inspection frequencies have been reduced on lower risk areas of the network that have relatively few claims and usage such as the local footway network and culs-de-sac; and
- Both options build in contingency to mitigate any potential disruption caused by implementing the new process.

3.7. There are numerous benefits to implementing the proposed hierarchies, safety inspection frequencies and management processes.

- An evidenced risk based hierarchy aligns the network with local needs and priorities and complies with the new COP;
- The hierarchy can be used to influence budget, prioritise routine and planned operations more effectively and drive efficiencies;
- Efficiencies are gained through evidenced and more targeted inspections;
- Inconsistencies in the current highway safety inspection process should reduce and assist in improving the claim repudiation rate; and
- Embedding the hierarchy and inspection schedules in a centrally managed system will enable better monitoring and provide a more consistent approach.

However, there are also risks associated with implementing a revised hierarchy and making wholesale adjustments to safety inspection frequencies. These generally relate to where safety inspection frequencies have been reduced.

Legal advice has been sought at every stage of this work which has confirmed that the risks have been minimised and mitigated as effectively as possible.

Not implementing an evidenced risk based hierarchy and aligning safety inspections accordingly is considered a greater risk.

3.8. It should be noted that although the new COP came into effect on 30 October 2018 it is proposed that the revised hierarchies and safety inspection frequencies will be implemented from 1 April 2019. To make wholesale adjustments to the highway inspections process mid-year would cause considerable disruption and have a detrimental effect on the service so this was not considered a feasible option.

4. Finance

4.1. The new recommended walked and driven safety inspection frequencies provide efficiencies through more effective targeting of resources and a robust risk based approach. This releases capacity which will be redistributed to other front line operational activities currently under pressure.

- 4.2. Further efficiencies are expected by embedding the revised risk based hierarchies in key processes that deliver the highway maintenance service. An enhanced needs based budgeting approach and more effective prioritisation of routine and planned highway operations should drive both financial and operational efficiencies.
- 4.3. Adopting a risk based approach aligns with the new COP and places Hampshire County Council in a strong position for any potential changes to competitive funding mechanisms made by Government in the future.

5. Performance

- 5.1. Hierarchy and inspections frequency information will be held and managed centrally to ensure enhanced monitoring and a more consistent approach.
- 5.2. Two key strategic measures will be used to directly monitor the performance of the new highway safety inspections within Hampshire County Council's Performance Management Framework. The measures will assess the performance of scheduled safety inspections and the highway claim repudiation rate.
- 5.3. The hierarchies and safety inspection frequencies will be routinely updated to meet the needs of an ever changing network and will be subject to a full review on a biennial basis to ensure they remain fit for purpose.

6. Consultation

- 6.1. The network hierarchy was developed in consultation with a group representing multiple departments and services across Hampshire County Council, as well as the South East 7 Local Authority Group
- 6.2. It is not expected that overall levels of service will be affected by this decision.

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

| | |
|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | yes |
| People in Hampshire live safe, healthy and independent lives: | yes |
| People in Hampshire enjoy a rich and diverse environment: | no |
| People in Hampshire enjoy being part of strong, inclusive communities: | no |

Other Significant Links

| | |
|---|---------------------------|
| Links to previous Member decisions: | |
| <u>Title:</u> Implications of New National Highways Code of Practice http://democracy.hants.gov.uk/documents/s1467/3%202017-03-23%20EMET%20Decision%20Day%20Implications%20of%20New%20National%20Highways%20Codes%20of%20Practice.pdf | <u>Date</u> 23/03/2017 |
| Direct links to specific legislation or Government Directives | |
| <u>Title:</u> Well Managed Highway Infrastructure: A Code of Practice http://www.ukroadsliaisongroup.org/en/codes/ | <u>Date</u> Oct 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.)

| <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 recommendations relate to policy and process and will not themselves directly affect levels of service. On this basis, it is not thought that this decision will have an impact on any groups with protected characteristics.

2. Impact on Crime and Disorder:

2.1. It is not thought that the implementation of new network hierarchies and highway safety inspection frequencies will have an impact upon crime and disorder.

3. Climate Change:

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

The length of driven highway safety inspections has reduced by 5,506km per annum (approximately 20%). This significant reduction in the use of highway vehicles reduces fossil fuel consumption and helps to lower Hampshire County Council's overall carbon footprint.

Efficiencies are expected through wider use of the new risk based hierarchies in key processes that deliver the highway maintenance service. Enhanced

programming of routine and planned highway operations should drive operational efficiencies and lower 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 hierarchies will be embedded in the needs based budgeting and lifecycle planning processes and lead to more effective budget allocation and lower whole life costs. Better targeted resources will also enable the development of more accurate long term planned work programmes and prioritisation of schemes which will enhance network resilience making it more resistant to the potential long term impacts of climate change.

The use of the risk based hierarchies in routine operations such as the cyclic drainage cleansing service will target resources at the parts of the network deemed most susceptible to flooding. Well managed highway drainage infrastructure will minimise the potential increase of flooding incidents due to climate change and limit the damaging effects water has on the condition of the carriageway, other highway assets, private property.

Appendix 1

Old Code of Practice Hierarchy Categories and Inspection Frequencies

| Feature | Category Description | Category | Inspection Frequency (per annum) |
|----------------|-----------------------------|-----------------|---|
| Carriageway | Strategic Route | 2 | 12 |
| | Main Distributor | 3a | 12 |
| | Secondary Distributor | 3b | 12 |
| | Link Road | 4a | 4 |
| | Local Access Road | 4b | 1 |
| | | | |
| Footway | Prestige Area | 1a | 12 |
| | Primary Walking Route | 1 | 12 |
| | Secondary Walking Route | 2 | 4 |
| | Link Footway | 3 | 2 |
| | Local Access Footway | 4 | 1 |

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Appendix 2

Carriageway Hierarchy Categories

| Hierarchy Category | Name | Description | Criteria |
|--------------------|-------------------------------|--|---|
| 1 | Primary Strategic Network | Sections of carriageway that have a high strategic importance to the resilience of the highway network | Generally sections that include critical national infrastructure and Primary Route Network |
| 2 | Secondary Strategic Network | Sections of carriageway that have a strategic importance to the resilience of the highway network | Generally sections that are A roads that are also either high speed, traffic Sensitive or are used for a local Essential Service |
| 3 | Primary Distributor Network | Sections of carriageway that have a high social and economic importance | Generally sections that are all other A roads or are classified roads that are also either traffic Sensitive or are used for a local essential service |
| 4 | Secondary Distributor Network | Sections of carriageway that have a social and economic importance | Generally sections that are all other classified road or are unclassified roads that are also either major urban and rural connections, traffic sensitive or are used for a local essential service |
| 5 | Local Network | Sections of carriageway that are of local importance only | Generally sections that are part of the unclassified network but has access through to another road |
| 6 | Minor Network | Sections of carriageway that are minor in their importance to the highway network | Generally sections that serve a small number of properties and no through road less than 300m |
| 7 | Tracks | Sections of carriageway unsuitable for vehicular traffic but may be trafficked by other means | Generally tracks |

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Appendix 3

Footway Hierarchy Categories

| Hierarchy Level | Name | Description | Criteria |
|-----------------|------------------------------|--|--|
| 1 | Primary Pedestrianised Zones | Sections of footway that are of High pedestrian volume reserved for pedestrian use where most vehicular traffic is prohibited | Generally pedestrianised zones |
| 2 | Primary Walking Network | Sections of footway that have multiple important factors including a high pedestrian use, locally important social factors and low structural resilience | Generally sections that are flagged footways and have either local essential services, transportation link of importance or 5 plus number of retail establishments |
| 3 | Secondary Walking Network | Sections of footway that have singular important factors including a high pedestrian use, locally important social factors and low structural resilience | Generally sections that are all other flagged areas or are local essential services, transportation link of importance or 5 plus number of retail establishments |
| 4 | Local access footways | Sections of footway that have local usage only | Generally sections that may be used as a through way |
| 5 | Minor footways | Sections of footway of asphalt construction that are of low usage within the highway network | Generally sections that serve a small number of properties and no through way |

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Appendix 4

Walked and Driven Inspections

Highway safety inspections are currently walked and driven.

Footways require a walked inspection.

Carriageways can be inspected by a walked and/or driven inspection.

When a footway is walked the carriageway is inspected at the same time. The number of walked inspections therefore influences the number of driven inspections required.

Walked Inspections

Recommended Inspection Frequencies

| FW Hierarchy | Route Length of Inspections (km) | Network % | Walked Inspection Frequency (per annum) |
|---------------------|---|------------------|--|
| 1 | 8 | 0.2 | 12 |
| 2 | 57 | 1 | 12 |
| 3 | 386 | 6 | 4 |
| 4 | 5,271 | 85 | 1 |
| 5 | 509 | 8 | Biennial |

Impact on Resources (against current levels)

| | Length of network (km) | Length of Inspections per annum (km) | Reduction per annum (km) | Reduction in FTE resource (days) * |
|------------------------------------|-------------------------------|---|---------------------------------|---|
| Current (3 Year average) | 4,772 | 8,191 | N/A | N/A |
| Recommended | 5,133 | 6,461 | 1,730 | 216 |

** based on 8km walked per day*

Driven Inspections

Recommended Inspection Frequencies

| CW Hierarchy | Length of Network (km) | Network % | Driven Inspection Frequency (per annum) |
|--------------|------------------------|-----------|---|
| 1 | 158 | 2 | 12 |
| 2 | 618 | 7 | 12 |
| 3 | 546 | 6 | 4 |
| 4 | 2,187 | 25 | 4 |
| 5 | 3,878 | 44 | 1 |
| 6 | 900 | 10 | Biennial |
| 7 | 527 | 6 | Reactive |
| Total | 8,814 | 100 | |

Impact on Resources (against current levels)

| | Length of network (km) | Length of Inspections per annum (km) | Reduction per annum (km) | Reduction in FTE resource (days) * |
|---------------------------------|------------------------|--------------------------------------|--------------------------|------------------------------------|
| Current (3 Year average) | 4,939 | 25,667 | N/A | N/A |
| Recommended | 5,086 | 20,161 | 5,506 | 110 |

* based on 100km driven per day. 2 FTE's per vehicle

HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|--|
| Decision Maker: | Executive Member for Environment and Transport |
| Date: | 12 March 2019 |
| Title: | T19 On-Street Parking Project Update |
| Report From: | Director of Economy, Transport and Environment |

Contact name: Marc Samways

Tel: 01962 832238

Email: marc.samways@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport gives authority to procure and spend and enter into the necessary contractual arrangements in consultation with the Head of Legal Services for the provision of Civil Parking Enforcement and related services up to the value of £30 million (for the maximum 10 year period), all of which will be funded from on-street parking related revenue.
- 1.2. That the Executive Member for Environment and Transport notes the progress made to date regarding the negotiations with the various District and Borough Councils over the future arrangements for on-street parking in the County as part of the Transformation to 2019 savings proposals.
- 1.3. That the Executive Member gives Authority to include those district areas within the proposed Hampshire County Council directly controlled outsourced enforcement service, where the relevant district or borough council has not agreed and entered into new, financially robust agreements for the future operation of on-street Civil Parking Enforcement by the agreed deadline of 31 March 2019, unless exceptionally agreed by the Director of Economy, Transport, and Environment in consultation with the Executive Member for Environment and Transport.
- 1.4. That the Executive Member for Environment and Transport notes the progress made to date with regard to the introduction of Civil Parking Enforcement in Gosport.

2. Executive Summary

- 2.1. This report provides an update on work undertaken to develop the County Council's approach to on-street parking, including future arrangements for enforcement and the delivery of associated parking controls across the County as part of the Transformation to 2019 savings proposals.
- 2.2. The report seeks approval to include all district areas within the proposed parking enforcement service directly controlled by the County Council, where the relevant district or borough council has not entered into new agreements to

continue to provide the service from 1 April 2020 onwards by the deadline of 31 March 2019.

2.3. The report also provides an update on progress with the County Council's proposals to introduce Civil Parking Enforcement in the Gosport Borough.

3. Contextual information

3.1. Three previous reports for the T19 Parking Project have been considered by the Executive Member for Environment and Transport at meetings held in November 2017, June 2018 and October 2018. The table below sets out the elements of the project that have been approved to date:

| MEETING | SUMMARY OF DECISIONS |
|-------------------------------|---|
| 14 November 2017 Decision Day | <ul style="list-style-type: none"> (i) To terminate the current district CPE Agreements with the change coming into effect no later than 1st April 2020 (ii) To set up CPE in Gosport (iii) That CPE in Gosport will be directly controlled by the County Council (iv) Authority delegated to Director to work with districts over potential revised district CPE agreements |
| 5 June 2018 Decision Day | <ul style="list-style-type: none"> (i) Executive Member notes progress with parking project (ii) Authority in principle to develop and implement a centralised County Council parking service in the event that suitable revised financially robust agreement cannot be made with districts (iii) Approval in principle for chargeable on-street parking areas with authority delegated to Director and Head of Legal Services to take all necessary steps to implement the changes including progression and approval of the necessary TRO's (iv) Approval for an independent parking service review |
| 29 October 2018 Decision Day | <ul style="list-style-type: none"> (i) To agree the Principles of new, financially robust district CPE agreements (ii) Authority delegated to Director in consultation with Head of Legal Services to finalise negotiations and enter into new |

| | |
|--|--|
| | <p>contractual agreements with districts wishing to continue to deliver CPE on the County Council's behalf</p> <p>(iii) To agree principles of a new Operational Policy for Residential Parking schemes to ensure they operate on a full cost recovery basis</p> <p>(iv) To agree principle of introducing pilot on-street Electric Vehicle (EV) charging bays</p> <p>(v) To agree the principle of future on-street parking controls being delivered on a full cost recovery basis.</p> |
|--|--|

3.2. The on-street parking project is one of the department's key projects in meeting its Transformation to 2019 savings targets. Whilst research, market testing, and an independent review of the current service have shown a directly controlled on-street parking enforcement service, outsourced to a specialist service provider, to be the most cost-effective model, the County Council recognises that the function has been run by the district councils on the County Council's behalf for some years. Therefore, those districts who have expressed a desire to continue to deliver the service have been given the opportunity to enter into updated, financially robust agreements that are aimed to result in a more modern and efficient service being operated to a consistent standard on a full cost recovery basis.

3.3. Notice has been served to terminate the current Civil Parking Enforcement agreements with the function due to come under direct County Council control as of 1 April 2020. Any district wishing to hand back the parking enforcement function will also be required to terminate its Traffic Management agency agreement due to the link between the two activities of implementing new parking controls and their enforcement.

3.4. Those districts who have expressed a desire to continue to operate the service on the County Council's behalf have been issued with draft revised agreements together with the associated information to enable them to reach a decision. The districts have been given a deadline of 31 March 2019 to sign the new agreements. Should any district decide not to enter into a new agreement, the function will return to the County Council and the district area will be added to the directly controlled outsourced contract.

3.5. Whilst the outsourced parking service contract will be structured to allow expansion for other district areas over time, it is vital that the County Council has certainty over which district areas will be included by the end of March 2019. Notification of the districts' intentions by this date will enable the County Council to ensure potential service providers are able to price the contract accordingly. It is therefore proposed that, should any district not have signed a new agreement by this date, the County Council will include the district area within the outsourced service unless exceptionally agreed by the Director of

Economy, Transport, and Environment in consultation with the Executive Member for Environment and Transport.

3.6. The programme for the procurement of the outsourced parking enforcement services is set out below:

| Procurement Programme | Date |
|---|-------------|
| Tender Planning Commencement | 12/11/2018 |
| Place OJEU Ad | 01/08/2019 |
| Clarification Closes | 02/09/2019 |
| ITT Return | 12/09/2019 |
| Evaluation Complete | 18/10/2019 |
| Preparation of Standstill Letters/ Regulation 84 Report Complete | 01/11/2019 |
| Standstill Period Expires | 11/11/2019 |
| Contract Award | 09/12/2019 |
| Contract Commencement | 01/04/2020 |

3.7. To date, Test Valley Borough Council and New Forest District Council have notified Hampshire County Council of their decision not to enter into new agreements. These district areas, coupled with Fareham, where the Borough Council handed back its Traffic Management agency in 2017 and Gosport, where the County Council is in the process of introducing Civil Parking Enforcement, will form the basis of the County Council controlled service. The current position with regard to all Hampshire districts is as outlined below:

| District / Borough | County Council Notified of decision? | Current Position |
|---------------------------|---|---|
| Basingstoke & Deane | No | County Council awaiting formal Borough Council decision |
| East Hampshire | No | County Council awaiting formal District Council decision |
| Eastleigh | No | County Council awaiting formal Borough Council decision |
| Fareham | Yes | Borough Council handed back TM agency in 2017, on-street CPE will revert to County Council control as of 1 st April 2020. |
| Gosport | Yes | No TM agency with Gosport BC, on-street CPE will come under County Council control once powers are granted by Department of Transport |

| | | |
|-------------|-----|---|
| Hart | Yes | Formal decision made to enter into new agreement for CPE and continue Traffic Management agency |
| Havant | No | County Council awaiting formal Borough Council decision |
| New Forest | Yes | District Council notified of intention to hand back CPE and TM, awaiting written confirmation |
| Rushmoor | No | County Council awaiting formal Borough Council decision |
| Test Valley | Yes | Formal decision made to hand back CPE and TM agency |
| Winchester | No | County Council awaiting formal City Council decision following Winchester Movement Strategy |

3.8. The County Council has been working with Gosport Borough Council to introduce Civil Parking Enforcement within Gosport, and an application was submitted in December 2018 to the Department for Transport (DfT) for the powers to be granted. Once granted, all Hampshire districts will have CPE.

3.9. Currently on-street parking enforcement is the responsibility of the Police, although reduced resources mean parking enforcement is a low priority in relation to other Police duties. The Borough Council is currently responsible for enforcement of off-street car parks but, once CPE powers are obtained, the Borough Council will need to make a number of changes to its service to ensure off-street parking enforcement operates in accordance with CPE legislation.

3.10. Initial feedback from the Department of Transport (DfT) has stated that, due to the scale of Government's current legislative changes related to Brexit, the Department is unable to commit to the County Council's requested timescale for CPE implementation of 1 July 2020. Officers will therefore keep the Executive Member updated on progress with the Gosport CPE application as and when more information is received from DfT.

4. Finance

4.1. The future financial requirements, from 1 April 2020 onwards, for those district councils wishing to enter into new CPE agreements are set out clearly within the terms of the new agreements and the associated documentation.

4.2. The new district CPE agreements require districts who report their on-street operational expenditure to be above the level that the County Council deems reasonable, to be subject to an audit certification process.

- 4.3. A new financial reporting template has been issued to districts to assist them in achieving fair apportionment of expenditure between their on-street and off-street parking accounts.
- 4.4. The Executive Member for Environment and Transport has previously agreed the principle of future parking controls being delivered on a full cost recovery basis.

5. Performance

- 5.1. Some minor variation in the agreements for future operation of on-street Civil Parking Enforcement has been required to reflect the individual nature of districts and boroughs in Hampshire. Those districts with established on-street parking, wishing to continue to operate the service, will be able to continue to run on-street chargeable parking whilst sharing the associated revenue with the County Council.

6. Consultation and Equalities

- 6.1. Replacing the current civil parking enforcement agency agreements with alternative arrangements will not affect the fundamental provision of the services, and therefore no specific public consultation is required.
- 6.2. Consultation, in accordance with Department for Transport requirements, has been undertaken as part of the Gosport Civil Parking Enforcement application. The introduction of CPE powers in the borough will not affect the fundamental provision of the parking service, however, and therefore no specific public consultation is required.

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

| | |
|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | Yes |
| People in Hampshire live safe, healthy and independent lives: | Yes |
| People in Hampshire enjoy a rich and diverse environment: | Yes |
| People in Hampshire enjoy being part of strong, inclusive communities: | Yes |

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 recommendations of this report have been assessed as neutral, apart from a positive impact for vulnerable road users such as those with disabilities, who could benefit from an increase in the level of parking enforcement and improved compliance with parking controls (e.g. double yellow lines) that have been introduced to aid road safety.

2. Impact on Crime and Disorder:

2.1 Unregulated parking can cause disputes. An effective parking enforcement service will help reduce conflict. Civil Parking Enforcement can help reduce demand for police resources to respond to parking related issues, freeing up those resources for other crime and disorder issues.

3. Climate Change:

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

Well managed and enforced parking can have a positive impact on climate change. Increasing the availability of on-street parking provision has potential to reduce the time and distance travelled by motorists searching for a suitable and convenient place to park.

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

The parking project includes proposals for the introduction of on-street Electric Vehicle charging points which will have a positive impact on climate change.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|--|
| Decision Maker: | Executive Member for Environment and Transport |
| Date: | 12 March 2019 |
| Title: | Grant Stream for Public Bus Operators |
| Report From: | Director of Economy, Transport and Environment |

Contact name: Lisa Cook

Tel: 01962 847143

Email: lisa.cook@hants.gov.uk

1. Recommendations

- 1.1. That the Executive Member for Environment and Transport gives authority for £165,000 of existing, one-off resource utilising Bus Service Operators Grant (BSOG) funding for 2018/19 be made available as a grant stream for small and medium sized independent bus operators in Hampshire to apply for funding to introduce contactless payment enabled ticket machines.
- 1.2. That the Director of Economy, Transport and Environment be given the delegated authority to finalise the arrangements for the implementation of the grant stream funding in consultation with the Executive Member for Environment and Transport, as set out in the report, and to subsequently award the grants in accordance with these arrangements.

2. Executive Summary

- 2.1. The purpose of this paper is to further improve passenger facilities on buses in Hampshire and so build on the present high levels of passenger use by establishing a second phase grant stream to allow smaller independent bus operators in Hampshire to bid for funding to enable them to accept contactless payment.
- 2.2. Accepting contactless payment streamlines the public transport experience for passengers, removes a barrier in using public transport and improves the punctuality and efficiency of services for bus operators.
- 2.3. The grant stream would be funded through £100,000 of BSOG money and £65,000 of existing, one-off resource from the Local Bus budget.
- 2.4. This second phase grant stream is intended to enable the majority of bus operators in Hampshire to accept contactless payment.
- 2.5. This investment would ensure that going forward Hampshire has a modern, attractive and efficient public transport network.

3. Contextual information

- 3.1. In 2017 Hampshire County Council made a significant investment in improving passenger facilities on buses and, amongst other benefits, introduced contactless payment technology. This “Phase One” investment allowed the major operators to introduce contactless payment to make bus travel easier and improve air quality by reducing delays at bus stops.
- 3.2. Hampshire was the first shire authority to offer this countywide. On a national scale, Hampshire achieved this earlier than Authorities such as Manchester.
- 3.3. It is estimated that 5 million bus journeys in Hampshire were contactless in 2018. This second phase would extend contactless payment to the remaining medium size and smaller operators, some of which have extensive networks in the Eastleigh, Test Valley and Winchester areas, bringing the benefits of modern methods of paying for travel to further Hampshire residents.
- 3.4. Bus Service Operator Grant (BSOG), formally known as Fuel Duty Rebate, is a payment made by the Department for Transport (DfT) to offset the duty paid for diesel fuel to bring buses in line with other forms of public transport such as rail and ferry which do not incur the duty.
- 3.5. From 1 January 2014, the BSOG payable for tendered services has been paid via local authorities. Bus operators still receive the BSOG payments for commercial services direct from the DfT.
- 3.6. DfT rules for the allocation of BSOG include maintenance of existing services, kick-start of new services, substitution of community transport or taxi services, infrastructure or real time information or other investment.
- 3.7. Recognising the need to reduce dependency on subsidy and looking to achieve longer term benefits, the proposal is to make available £100,000 of BSOG in addition to £65,000 of existing, one-off resource from the Local Bus Budget as a second phase grants stream to incentivise further operators to bring forward their own investment in Hampshire.
- 3.8. Close attention has been paid and will continue to be paid to State Aid principles to ensure that this proposed grant stream complies with the relevant rules, where necessary.
- 3.9. Existing corporate grants processes would be used, as currently offered for community transport grants, and would be fully transparent and offered to all operators of local bus services in Hampshire who did not benefit from the Phase One investment in contactless technology.
- 3.10. The expectation is that Phase Two would largely benefit the smaller, independent operators in Hampshire.
- 3.11. The grant process would invite operators to provide agreed funding of their own to maintain partnership working which has been key to the success of the recent Passenger Transport Review. The level of funding to be provided by operators will be expected to reflect the size and nature of their operations.
- 3.12. A goal of the grant stream is to provide contactless payment systems on Hampshire’s local bus network, and the grant scheme could enable around 70 new contactless payment systems, costing in the region of £2,500 per machine.

Bus operators may bid for funds to install machines on buses operating within Hampshire, to bring the benefits of contactless payment to more residents.

- 3.13. Clear guidance would set out the Council's wish to see a modern bus service offered to more of Hampshire residents with grants available for contactless payment (payment by credit or debit card).
- 3.14. A condition of the grant would be for operators to sign up to the provision of RTPI (Real Time Passenger Information) as generated by the ticket machine. This would improve the quality of information in real time information displays around the County.

4. Finance

- 4.1. £1.1million BSOG funding has been provided to Hampshire County Council in 2018/19. £100,000 of this funding would be used to establish the phase two grant stream.
- 4.2. In addition, £65,000 of funding would come from existing, one-off resource from the Local Bus Budget.
- 4.3. Operators would contribute agreed funding of their own.
- 4.4. Grants would be awarded individually and only against unallocated funds to a maximum of £165,000.
- 4.5. Arrangements would be made for any remaining budget to be carried forward to future years.

5. Performance

- 5.1. Utilising existing funding in the way proposed will build on the existing successful partnership with bus operators in Hampshire which would look to improve the existing high levels of bus use in the county.
- 5.2. A modern transport system aids economic growth and the proposal allows for investment to make journey time more productive and aid visitors.

6. Consultation and Equalities

- 6.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The proposals seek to increase bus use by improving passenger facilities for all.

7. Future direction

- 7.1. If approved, grants would be agreed and paid to individual operators from the date of this decision day onwards.
- 7.2. Current manufacturer lead times suggest that operators would be in a position to accept contactless payments within 6 months of receipt of the grant.

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

| | |
|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | yes |
| People in Hampshire live safe, healthy and independent lives: | yes |
| People in Hampshire enjoy a rich and diverse environment: | no |
| People in Hampshire enjoy being part of strong, inclusive communities: | yes |

Other Significant Links

| | |
|--|---------------------------|
| Links to previous Member decisions: | |
| <u>Title</u> Bus Services Operators Grant (7839) | <u>Date</u> 3 Nov 2016 |
| Direct links to specific legislation or Government Directives | |
| <u>Title</u> | <u>Date</u> |

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

| | |
|-----------------|-----------------|
| <u>Document</u> | <u>Location</u> |
| None | |

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

The impact of the proposals in this report have been assessed as neutral. They will bring about positive impacts for all service users, including groups with protected characteristics. The wider use of contactless payments will improve the efficiency of the service, benefiting all road users and people who travel by bus in particular.

2. Impact on Crime and Disorder:

2.1. The proposals within this report would have a neutral impact on crime and disorder.

3. Climate Change:

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

The proposals within this report would have some benefit to our carbon footprint and energy consumption by encouraging the use of sustainable transport which could reduce the number of cars on the road.

- 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 within this report would bring some benefits to the long term impact of climate change by encouraging the use of sustainable transport which could change the favoured mode of transport of habitual car users.

HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|---|
| Decision Maker: | Executive Member for Environment and Transport |
| Date: | 12 March 2019 |
| Title: | Traffic Management (Speed Limit) Policy Exceptions in Relation to Air Quality Management Measures |
| Report From: | Director of Economy, Transport and Environment |

Contact name: James Moore

Tel: 01962 846768

Email: james.moore@hants.gov.uk

1. Recommendations

- 1.1. That authority is delegated to the Director of Economy, Transport, and Environment, in consultation with the Executive Member for Environment and Transport, to make exceptions to the current Traffic Management Policy to allow the amendment or setting of speed limits on public health grounds with regard to air quality, in response to exceptional circumstances, and in accordance with the qualifying criteria set out in paragraph 3.7 of this report.
- 1.2. That authority is given to enter into contractual arrangements with Surrey County Council in order to facilitate and implement the speed limit changes along the A331, to be finalised by the Director of Economy, Transport, and Environment in consultation with the Executive Member for Environment and Transport and the Head of Legal Services.

2. Executive Summary

- 2.1 The purpose of this paper is to secure approval from the Executive Member for Environment and Transport to make exceptions to the current Traffic Management Policy. At present all speed limits are set for road safety reasons. The authority to make exceptions in accordance with the strict qualifying criteria set out in this report (paragraph 3.7) will allow speed limits to be amended or set based on public health grounds with regard to air quality.
- 2.2 The exceptions are required because of the Clean Air Zones (CAZ) identified by the Government in the vicinities of the A331, affecting Rushmoor, and the A339, affecting Basingstoke. Both central government and local government are legally bound to deal with air quality issues in such zones. Local authority activity is being mandated by Ministerial Direction, requiring legal limits to be met 'within the shortest possible time'. The County Council has already been served such a Direction in relation to Basingstoke and Deane and anticipates

being similarly directed in Rushmoor, as well as for an area in Fareham, where air quality matters will be tackled by different means to be reported elsewhere. The delegations in this report are required to enable the County Council to respond to the Ministerial Direction relating to Basingstoke, and the anticipated Ministerial Direction relating to Rushmoor, by amending speed limits on public health grounds with regard to air quality, as opposed to on a strict road safety basis as required by the existing policy.

- 2.3 The A331 is a road which crosses boundaries but for efficiency reasons is managed by Hampshire County Council on behalf of Surrey County Council. In order to implement speed limit changes on this road it is necessary to enter into a new agreement/contract between both parties related to this issue. A delegation is therefore requested to allow the Director to take all steps necessary to sign such an agreement and implement a speed limit change on the A331, including in this case the making and determination of associated traffic regulation orders.

3. Contextual Information

- 3.1 EU Directive 2008/50/EC on ambient air quality, adopted in 2008, set legal exposure limits of certain air pollutants. Nitrogen Dioxide (NO₂) is one of the pollutants with a ceiling limit: forty micrograms per cubic metre (40µg/m³). These legal limits were incorporated into UK legislation by the Air Quality Standards Regulations 2010.
- 3.2 A number of areas in Hampshire are modelled to exceed these levels and are designated Clean Air Zones (CAZ). In Hampshire all such zones are related to roads and vehicle emissions. A number of Hampshire's district councils are under Ministerial Direction as environmental health authorities to develop costed plans to reduce local roadside NO₂ concentrations and bring them within legal limits 'within the shortest possible time'. By virtue of statutory responsibilities as highway authority, the County Council is required to support the district councils in developing and putting in place plans which will bring the designated CAZs into legal compliance.
- 3.3 A previous report on the 5 November 2018 updated Cabinet on air quality issues in some detail. Since that report was written, a significant amount of work has been done, including on the evidence base, and on technical and design work, in order to identify preferred schemes for delivery. As a result, in the case of the Clean Air Zone (CAZ) designated in the vicinities of the A331 in Rushmoor, and the A339 in Basingstoke, it has been ascertained that a change to speed limits is required to bring air quality levels into legal compliance. Accordingly, a business case has been submitted to Government for funding to deliver such a scheme. Any forthcoming measures are expected to be delivered at no additional cost to the County Council.

- 3.4 There are several operational complexities involved in delivering a speed limit change on the A331. They relate to current highway boundaries and the process required to make a traffic order, as well as Hampshire County Council's current practice and policy for implementing speed limits.
- 3.5 The A331 Blackwater Valley Relief Road crosses the Highway Authority administrative boundaries of Hampshire and Surrey County Councils. This means that there needs to be an agreement between the authorities to allow the speed limit order to be made.
- 3.6 The current policy and practice for implementing speed limits in Hampshire is solely related to doing so for road safety reasons. It would represent a significant change in principle to allow speed limits to be set on public health grounds with regard to air quality issues. It is also relatively unusual, with only a handful of examples nationally. The justification is that poor air quality is a significant problem and needs to be addressed, particularly in areas where exceedances are over legal limits. The recommendations in this report seek to establish the new policy principle that speed limits can be set or changed for public health benefit with regard to air quality. They also seek to delegate the decision to do so to the Director of Economy, Transport and the Environment in consultation with the Executive Member for Environment and Transport.
- 3.7 The recommendation is to do so on an exceptional basis and in accordance with qualifying criteria. In this case the qualifying criteria are that this policy exception should apply:
- where legal limits of air quality are exceeded in CAZ designations or Air Quality Management Area (AQMA)
- AND**
- when all other reasonable options for achieving compliance with legal air quality levels have been exhausted.

4 Finance

- 4.1 There are no significant costs associated with entering into an agreement or agreeing exceptions to policy. Costs associated with physical measures will be subject to normal capital programme processes.

5 Consultation and Equalities

- 5.1 Speed limit changes linked to this report are subject to the normal Traffic Regulation Order consultation process, as detailed in the relevant act and supporting regulations, and these procedures will be followed in accordance with established delegated decision processes.

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

| | |
|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | Yes |
| People in Hampshire live safe, healthy and independent lives: | Yes |
| People in Hampshire enjoy a rich and diverse environment: | Yes |
| People in Hampshire enjoy being part of strong, inclusive communities: | Yes |

Other Significant Links

| | |
|--|--------------------------------|
| Links to previous Member decisions: | |
| <u>Title</u> The approach for each NO ₂ local authority area was approved in principle via a Cabinet Report on Air Quality. | <u>Date</u> 5 November 2018 |
| Direct links to specific legislation or Government Directives | |
| <u>Title</u> Air quality plan for nitrogen dioxide (NO ₂) in UK (2017) https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017 | <u>Date</u> 26 July 2017 |

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

| <u>Document</u> | <u>Location</u> |
|-----------------|-----------------|
| None | |

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2 Equalities Impact Assessment:

The impacts have been assessed as largely neutral, but with potential positive implications for younger and older people, people with disabilities (particularly relating to respiratory and cardiac conditions), and pregnancy and maternity, as these groups can be particularly vulnerable to the negative consequences of poor air quality.

2 Impact on Crime and Disorder:

2.1 The recommendations of this report are not of themselves expected to have a significant impact on crime and disorder, though specific speed limit reductions will require enforcement, which will be dependent on the police, who have indicated that at present this may not be considered an operational priority.

3 Climate Change:

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

There are potential positive impacts in minimising carbon emissions through the use of lower speeds through the sections of road where the exceptions to the Traffic Management Policy may apply.

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

The need for strategies to improve air quality is likely to grow with time, and the development and application of measures to address the most pressing current problems will enable lessons to be learnt for future approaches.

HAMPSHIRE COUNTY COUNCIL

Decision Report

| | |
|------------------------|--|
| Decision Maker: | Executive Member for Environment and Transport |
| Date: | 12 March 2019 |
| Title: | Environment & Transport Capital Programme Update, including Transforming Cities Fund Programme |
| Report From: | Director of Economy, Transport and Environment |

Contact name: Amanda Beable / Graham Wright

Tel: 01962 845148 **Email:** amanda.beable@hants.gov.uk
/graham.wright@hants.gov.uk

1. Recommendations

- 1.1 That progress on Tranche 1 of the Transforming Cities Fund bid for Southampton and Portsmouth is noted, with a further report on the programme, detailing progress towards Tranche 2, to be received by the Executive Member for Environment and Transport following further Government announcements.
- 1.2 That, subject to receipt of funding, approval is given for adjustments to the Economy, Transport, and Environment Capital Programme to enable the following Transforming Cities Fund (TCF) Tranche 1 schemes to be added to the 2018/19 Capital Programme:
 - Further deployment of real time information (RTPI) at bus stops on bus corridors in Havant and Waterlooville (£398,000, to be entirely funded from TCF).
 - Test Lane Cycle Route (£302,500, of which £223,000 will be funded from local contributions and a further £79,500 from TCF).
 - Redbridge Causeway to Eling Pedestrian and Cycle improvements (£750,000, to be entirely funded from TCF).
 - Hut Hill Cycle Route (£1,140,000, of which £770,000 will be funded from TCF and the remainder from other external sources).
- 1.3 That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport and the Head of Legal Services, to agree and enter into contractual and other arrangements as necessary to facilitate joint working to develop a Strategic Outline Business Case for the Transforming Cities

Fund with Portsmouth City Council and similarly with Southampton City Council.

- 1.4 That it is noted that the Tranche 1 scheme submission: Enhanced busway extension (retention of Rowner Road bridge, Gosport) is already included in the capital programme as part of the Eclipse Busway Phase 1 Completion scheme and that, subject to receipt of funding, the funding allocation for the scheme will be amended to reflect the addition of £1.4million of TCF.
- 1.5 That approval is given to vire £500,000 of 2018/19 revenue funding to capital funding to the Eclipse Busway Phase 1 Completion scheme, with the funding allocation for the existing scheme amended to reflect this funding.
- 1.6 That the revised value of the proposed air quality speed limit reduction schemes along the A331 and A339, from £378,000 to £20,000, is noted.

2. Executive Summary

- 2.1 This paper provides an update and recommendations on changes required across the Economy, Transport, and Environment (ETE) capital programme for 2018/19 and 2019/20, in part due to increased likelihood of funding of schemes through the Transforming Cities Fund (TCF). In addition, the paper takes the opportunity to provide an update on progress made with the Department for Transport's Transforming Cities Fund and recommends that arrangements are put in place to enable joint working with Portsmouth City Council and Southampton City Council on the development and delivery of schemes.

3. Capital Programme Update

- 3.1 This section of the report details proposed changes to the ETE capital programme from the position detailed in the "ETE Proposed Capital Programme 2019/20, 2020/21 and 2021/22" report, and the "ETE Capital Programme Monitoring Report", which were both agreed at Executive Member for Environment and Transport Decision Day on 15 January 2019.
- 3.2 Due to the potential success of Tranche 1 funding bids for the TCF, and with the requirement to initiate spending of the funding in 2018/19 (see lower in report for further details), there is a requirement to add those Tranche 1 schemes not already included in the capital programme.

It is therefore recommended that, subject to receipt of funding, approval is given for adjustments to the Economy, Transport, and Environment Capital Programme to enable the following Transforming Cities Fund (TCF) Tranche 1 schemes to be added to the 2018/19 Capital Programme:

- Further deployment of real time information (RTPI) at bus stops on bus corridors in Havant and Waterlooville (£398,000, to be externally funded from TCF).

- Test Lane Cycle Route (£302,500, of which £223,000 will be funded from local contributions and a further £79,500 from TCF).
 - Redbridge Causeway to Eling Pedestrian and Cycle improvements (£750,000 to be entirely funded from TCF).
 - The Hut Hill Cycle Route (£1,140,000, of which £770,000 will be funded from TCF and the remainder from other external source).
- 3.3 It should be noted that the Tranche 1 scheme submission: Enhanced busway extension (retention of Rowner Road bridge, Gosport) is already included in the capital programme as part of the Eclipse Busway Phase 1 Completion scheme and that, subject to receipt of funding, the funding allocation for the scheme will be amended to reflect the addition of £1.4million of TCF funding.
- 3.4 Further, due to the potential success of Tranche 1 funding bids for the TCF, in particular for funding towards the Eclipse Busway Phase 1 Completion scheme, as well as the requirement to move forward with Tranche 1 schemes earlier than originally anticipated, it is proposed that the revenue provision made to further bid for and develop this programme of work will now be better utilised to progress the capital element of the Eclipse Busway Phase 1 Completion scheme.
- 3.5 It is therefore recommended that approval is given to vire £500,000 of revenue funding to capital funding for the Eclipse Busway Phase 1 Completion scheme.
- 3.6 As detailed in the Executive Member for Environment and Transport paper – “Project Appraisal: Eclipse Busway: Completion of Phase 1” (17 July 2018), Hampshire County Council approved the investment of up to £2.5million internal funding in the event that further grant funding cannot be secured in order to help bring the scheme forward. The TCF funding and virement would be considered a new source of funding, with the Hampshire County Council contribution reduced accordingly.
- 3.7 As detailed in the Cabinet paper, “Revenue Budget and Precept 2019/20” (14 February 2019), the capital programme value of the ETE Botley Bypass scheme (Phase 1, Phase 2 and Underpass) has increased to £31.441 million. The 2019/20 ETE capital programme has therefore been amended accordingly.
- 3.8 The ETE Proposed Capital Programme 2019/20, 2020/21 and 2021/22 report (15 January 2019) detailed the entry of six externally-funded schemes into the ETE 2019/20 capital programme as part of Hampshire County Council’s response to the Department for Environment, Food and Rural Affairs and DfT’s UK plan for tackling roadside NO₂ concentrations. Since the writing of the report it has been agreed that the scope of two schemes (Rushmoor: A331 NO₂ Speed Reduction from 70mph to 50mph, and Basingstoke: A339 NO₂ Speed Reduction from 70mph to 50mph) will be

significantly reduced, resulting in the value of each of the schemes reducing from £378,000 to around £20,000. The ETE 2019/20 capital programme will be adjusted accordingly, with the two schemes undertaken as minor works.

Update on Transforming Cities Fund

4. Contextual Information

- 4.1 As first detailed in the November 2018 Capital Programme Monitoring Report, and more recently in the January 2019 Capital Programme Monitoring Report, the DfT has accepted separate Expressions of Interest for the Portsmouth City Region and Southampton City Region as two of the twelve cities to be included in the programme. Details of the respective Expressions of Interest can be found at these links. [Portsmouth TCF](#). [Southampton TCF](#).
- 4.2 The Department for Transport's (DfT's) Transforming Cities Fund (TCF) forms part of the Government's National Productivity Infrastructure Fund (NPIF) and Industrial Strategy. The aim of the fund is to improve productivity by improving connectivity within city regions with a working day population in excess of 200,000; specifically connecting city centres to suburbs. Setting aside separate arrangements for cities under mayoral jurisdiction and taking into account enhancements announced in the Autumn budget, the TCF comprises £1.28billion capital, available for 12 city regions to be spent between 2018/19 and 2022/23. This is broken down into Tranche 1 (up to £60million) available for spend on 'early wins' commencing in 2018/19, and Tranche 2 (the remainder), subject to co-development and submission of a draft Strategic Outline Business Case by 20 June 2019, to be finalised by 28 November 2019. Further information on the Government's ambition for TCF was published on 13 February 2019 and can be found at this link: [DfT website](#).
- 4.3 Acceptance onto the Transforming Cities Fund programme in two of the 12 city regions represents a very significant opportunity for the County Council to enhance public transport, and pedestrian and cycle facilities, and to encourage sustainable access to existing and future planned development. For Hampshire, this includes potential infrastructure measures within the boroughs of Fareham, Gosport, and Havant in the Portsmouth city region, and Eastleigh, New forest (part), Test Valley (part) and Winchester (part) within the Southampton city region. In addition to the potential for accessing TCF funding, these opportunities also require partnership working with the bus operators and other stakeholders that have the potential to leverage significant additional investment (such as enhanced vehicle fleets) that could provide important and necessary local contributions.
- 4.4 For the Portsmouth city region, the Expression of Interest established by the city and county councils to develop the South East Hampshire Rapid Transit

(SEHRT) proposals. The bid for the Southampton city region was made solely by the City Council, although to qualify for TCF funding (workday population in excess of 200,000), a basic requirement was connectivity to suburbs in Hampshire including Eastleigh, Totton, Romsey, Hamble and Hedge End. The City Council has therefore invited Hampshire County Council to participate in co-development of proposals along 7 strategic cycle and bus corridors into the city.

- 4.5 In both cases it will be necessary for the County Council to develop joint working arrangements with the respective city councils to submit business cases and ensure that local resources are shared on an equitable basis.

Tranche 1 submissions

- 4.6 Following publication of guidance by DfT in December for Tranche 1 'early wins', bids were submitted for both city regions on 4 January 2019. Details of each bid can be found at the following links: [Portsmouth bids](#), [Southampton bids](#). In summary, the elements of each bid that relate to Hampshire comprise:

- Enhanced busway extension (retention of Rowner Road bridge, Gosport);
- Further deployment of real time information at bus stops on bus corridors in Havant and Waterlooville; and
- Further development of three of the Cycle Corridors as set out in the Southampton Cycle Network (SCN) between Southampton, the New Forest, and Chandlers Ford:
 - Corridor 1a Test Lane Cycle Route
 - Corridor 2 Hut Hill Cycle Route
 - Corridor 1 Redbridge Causeway to Eling Pedestrian and Cycle improvements

- 4.7 It is expected that an announcement will be made by DfT on funding allocations for Tranche 1 bids in March this year. However, it should be noted that the funding requirements are likely to include a commitment to spend during this financial year.

- 4.8 The enhanced busway extension was the subject of a Project Appraisal for the Eclipse Busway Phase 1 Completion Scheme update, which was agreed by the Executive Member for Environment and Transport on 13 November 2018 and is currently in the ETE capital programme. The Project Appraisal will be concluded once a funding decision by the DfT is known.

- 4.9 Should funding be made available for the real time information proposal, delivery and a spending commitment are covered under existing arrangements available to the County Council to procure and spend, as

determined at the Executive Member for Environment and Transport Decision Day of 19 January 2017.

- 4.10 In the event that funding is made available to Southampton City Council for the proposed pedestrian and cycle measures in Hampshire, it will be for the City Council to discharge its responsibilities to the DfT in relation to a spending commitment during the current financial year. However, as these are extensions of routes that start within the city, there is no immediate requirement for a spending commitment for the works in Hampshire. Should funding become available, a Project Appraisal will be prepared at the appropriate time and this will include necessary legal arrangements to secure the funding from the City Council.

Tranche 2 Submissions

- 4.11 Even in advance of guidance from the DfT on the form and timing of the Strategic Outline Business Case submission for Tranche 2, development work was being progressed by the County Council, in collaboration with both city councils. The guidance, published on 13 February 2019, sets out the requirements for a draft Strategic Outline Business Case to be submitted by 20 June 2019, followed by a finalised Strategic Outline Business Case by 28 November 2019.

Portsmouth City Region

- 4.12 For the Portsmouth City Region, the proposal is to develop the South East Hampshire Rapid Transit (SEHRT) network, building on the success of the existing Eclipse busway, the Star corridor linking Portsmouth to Waterlooville, the Tipner Park and Ride facility and The Hard interchange. The network will provide facilities for bus-based rapid transit on corridors into the city centre from Gosport, Fareham, Waterlooville, Havant and Cosham. Significantly, the proposal also includes improved bus interchange with waterborne and other forms of public transport, including at Gosport ferry terminal, The Hard, Clarence Pier, and at Ryde Esplanade, Isle of Wight.
- 4.13 The work to support the TCF bid comprises the development of infrastructure packages based upon the rapid transit corridors identified in Appendix 1. The purpose of providing a robust basis for the Strategic Outline Business Case submission is essential to understand the present-day costs and risks within the context of the TCF requirement.
- 4.14 The aim is to ensure that rapid transit is easily recognisable to customers, irrespective of whether the location is inside or outside the city boundary and irrespective of the service operator.
- 4.15 Whilst the focus of the work packages will be to identify opportunities for bus rapid transit measures, they will also need to address existing transport issues such as road safety, highway capacity, local bus access, provision for pedestrians, cyclists and local access, as well as future development need.

Southampton City Region

- 4.16 The Southampton City Region proposal comprises improvements to key radial bus corridors, improvements to cycle infrastructure, and public realm enhancements to reduce the dominance of the car within the heart of the city centre, making space for pedestrians, cyclists and buses. The key corridors have been identified to ensure connectivity and cohesion between the employment, residential, and economic drivers within the city region. On completion, the network will provide enhanced access from the city for bus and cycle travel to: Totton and Waterside to the west; Chandlers Ford and onwards towards Winchester in the north-west; Eastleigh Town Centre and the Strategic Growth Option as set out in the emerging Eastleigh Local Plan in the north-east; and Hedge End, Botley, and the Hamble Peninsula in the east.
- 4.17 The opportunities for infrastructure measures in Hampshire have been identified in work packages, as shown in Appendix 1. The purpose of the current work programme is to provide a robust basis for the Strategic Outline Business Case submission.

5. Finance

- 5.1 The DfT has announced its commitment to £1.28 billion capital spend over the period to 2023. The allocation by the DfT of the available funding will be to “packages of investment for each city region which offer good value for money and are deliverable within the time frame”. Each city region named in the TCF programme is eligible and has pre-qualified to access the fund, subject to meeting the above criteria.
- 5.2 For the County Council, this represents a very significant opportunity to attract much needed infrastructure funding for the Hampshire area of both city regions. Working in collaboration with the respective city councils, the County Council has been able to commence work using existing resources to develop well thought out proposals for inclusion within the draft Strategic Outline Business Case submissions in June. It is expected that County Council financial resources will be required during 2019/20 and can be met through planned resource allocations.
- 5.3 It should be noted that the DfT has indicated a willingness to co-develop the proposals, and to assist has allocated £50,000 to each city region.

6. Equalities

- 6.1 The provision of improved accessibility by public transport, including the whole end to end journey on foot, bicycle, or other transport mode can help deliver easy access to essential services, including employment, education and health facilities.

- 6.2 The proposal will have a specific focus upon customer experience by enhancing the quality of the passenger waiting facilities and information and improving the quality of the vehicle fleet.

7. Future Direction

- 7.1 In the Portsmouth city region the Transforming City Fund is seen as a very important opportunity and next step that builds upon the success of measures delivered to date to create a network that will provide a catalyst for further measures towards a comprehensive rapid transit facility across the subregion.
- 7.2 Likewise in Southampton, it is recognised that it will be necessary to prioritise the radial routes into and out of the city to focus investment and achieve impact through deliverable investment. This will be further developed by Southampton City Council, in partnership with the County Council in finalising the Southampton Public Transport Strategy.
- 7.3 Whilst there is no direct connection between the infrastructure measures currently being developed for each city region, there are likely to be opportunities for joint working and collaboration between the city regions that will be explored and will build upon present relationships through Solent Transport.

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

| | |
|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | yes |
| People in Hampshire live safe, healthy and independent lives: | yes |
| People in Hampshire enjoy a rich and diverse environment: | yes |
| People in Hampshire enjoy being part of strong, inclusive communities: | yes |

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:

1.3. The recommendations of this report have been assessed as neutral for people with protected characteristics, as they largely concern internal procedures and arrangements with other authorities to facilitate further work and will not directly affect service users.

2. Impact on Crime and Disorder:

2.1. The proposals do 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?

Implementation of these measures, designed to promote active travel and mass transit can help directly reduce carbon emissions and energy consumption from personal, motorised travel.

- 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 if implemented will improve choice in travel modes that will enable future generations to make travel choices that are more sustainable and therefore increase resilience to the longer-term effects of climate change.

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Annex 2A: Portsmouth Transforming Cities Fund (TCF) Tranche 2 Work Packages

| No. | Description |
|------------|---|
| 1 | A3 Corridor Waterlooville to City Boundary |
| 2 | Waterlooville Town Centre |
| 3 | Havant Town Centre & Bus Station |
| 4 | Havant A2030 Rusty Cutter Roundabout |
| 5 | A2030 Havant Corridor West of Rusty Cutter Roundabout |
| 6 | Fareham Town Centre & Bus Station |
| 7 | Fareham A27 Delme Roundabout |
| 8 | Fareham Access to Welborne |
| 9 | A27 Corridor Fareham to Portchester |
| 10 | Portchester District Centre |
| 11 | A27 Corridor Portchester to City Boundary |
| 12 | Gosport Rowner Road to Lees Lane |
| 13 | Gosport A32 Lees Lane to Ferry Terminal |
| 14 | Gosport Bus Station Interchange |

Annex 2B: Southampton Transforming Cities Fund (TCF) Tranche 2 Work Packages

| No. | Description |
|------------|--|
| 1 | Bursledon Road to Windhover Roundabout Cycle Link |
| 2 | Waterside to Southampton Cycleway |
| 3 | Waterside to Southampton Public Transport Improvements |
| 4 | Improved Eling to Fawley Cycleway |
| 5 | Hamble Lane 1 : Pedestrian & Cycle Improvements |
| 6 | Hamble Lane 2 : Improving Access to and Interchange at Hamble Rail Station |
| 7 | Swanwick Rail Station : Improving Access to and Interchange at Swanwick Rail Station |
| 8 | Romsey Town Centre : Improving Access to and Interchange at Romsey Bus & Rail Stations |
| 9 | Southampton to Winchester Corridor : Introduction of Bus Priority Improvements along the Star 1 Corridor |
| 10 | Southampton to Eastleigh Corridor : Introduction of Bus Priority Improvements including to the Strategic Growth Option |
| 11 | Southampton to Hedge End Corridor : Introduction of Bus Priority Improvements |
| 12 | Baddesley to Southampton Cycleway improvements |

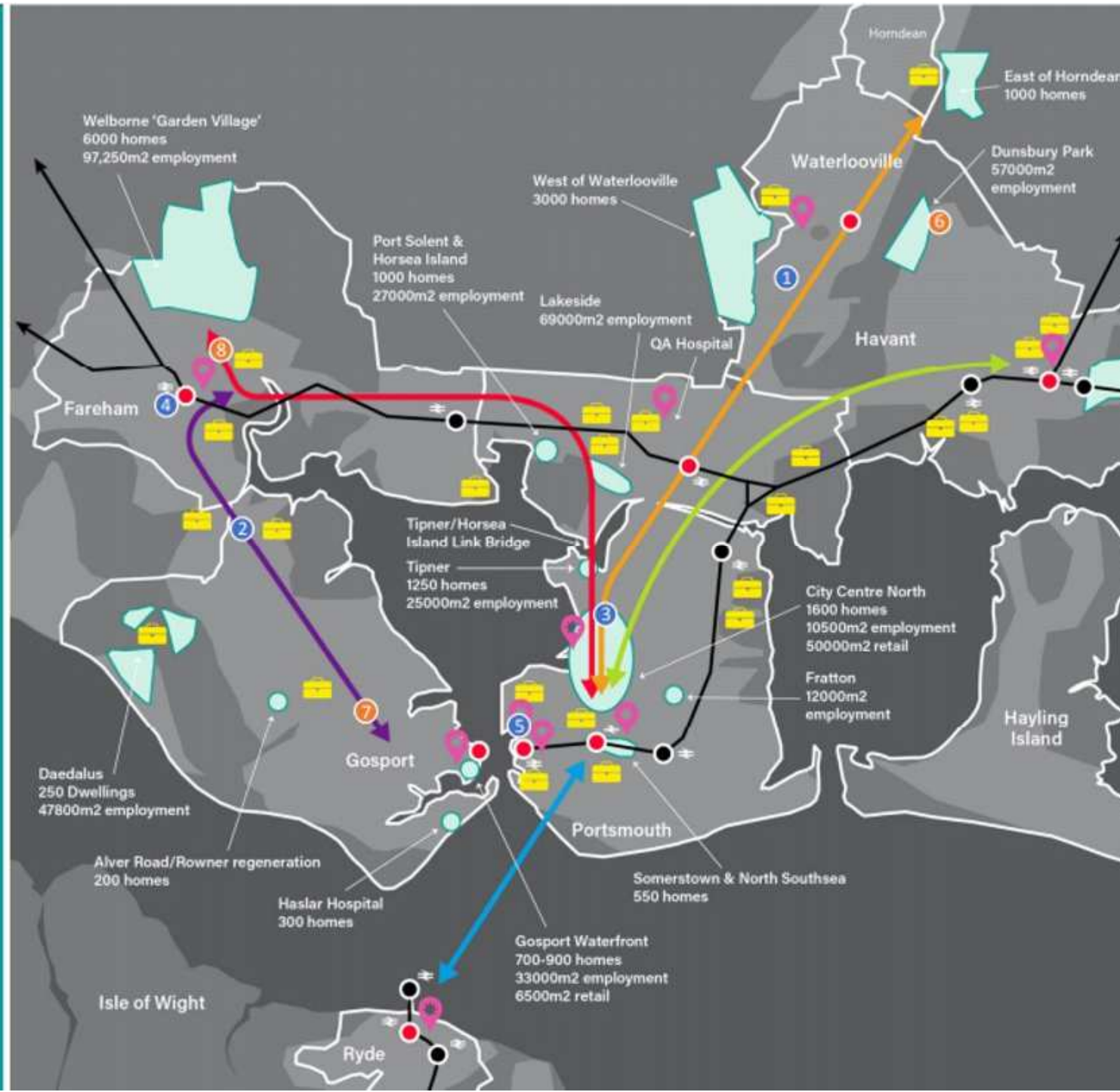
SOUTH EAST HAMPSHIRE RAPID TRANSIT

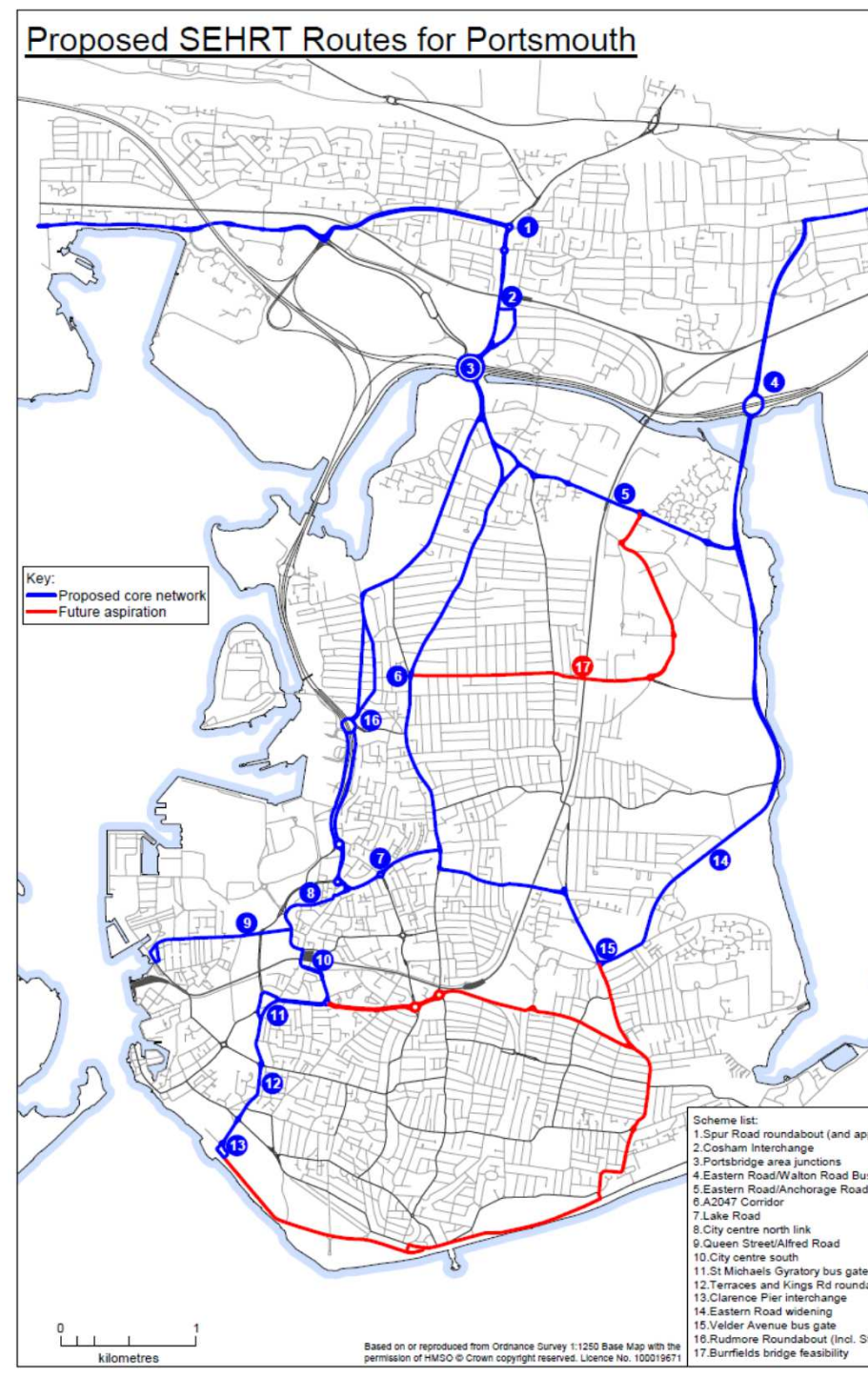
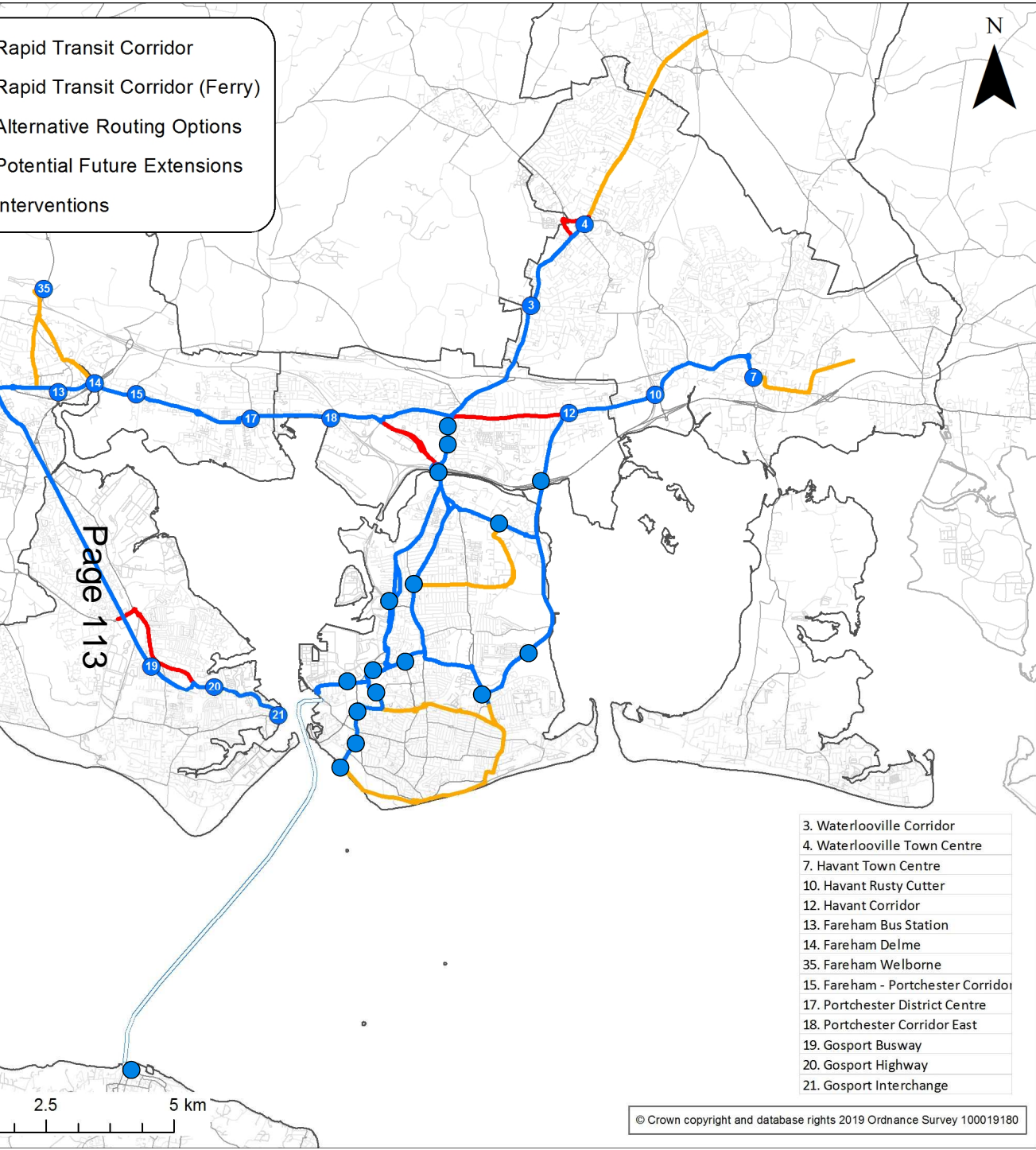
Transforming Cities Fund
Portsmouth City Region

Map 3: Portsmouth and South East Hampshire region - key corridors for investment and development

- Employment hubs
 - Major transport attractors
 - Major development sites
 - Existing urban areas
 - Rail stations
 - Interchange
- Fareham-Portsmouth corridor
 - Waterlooville-Portsmouth corridor
 - Havant-Portsmouth corridor
 - Fareham-Gosport corridor
 - Cross-Solent corridor

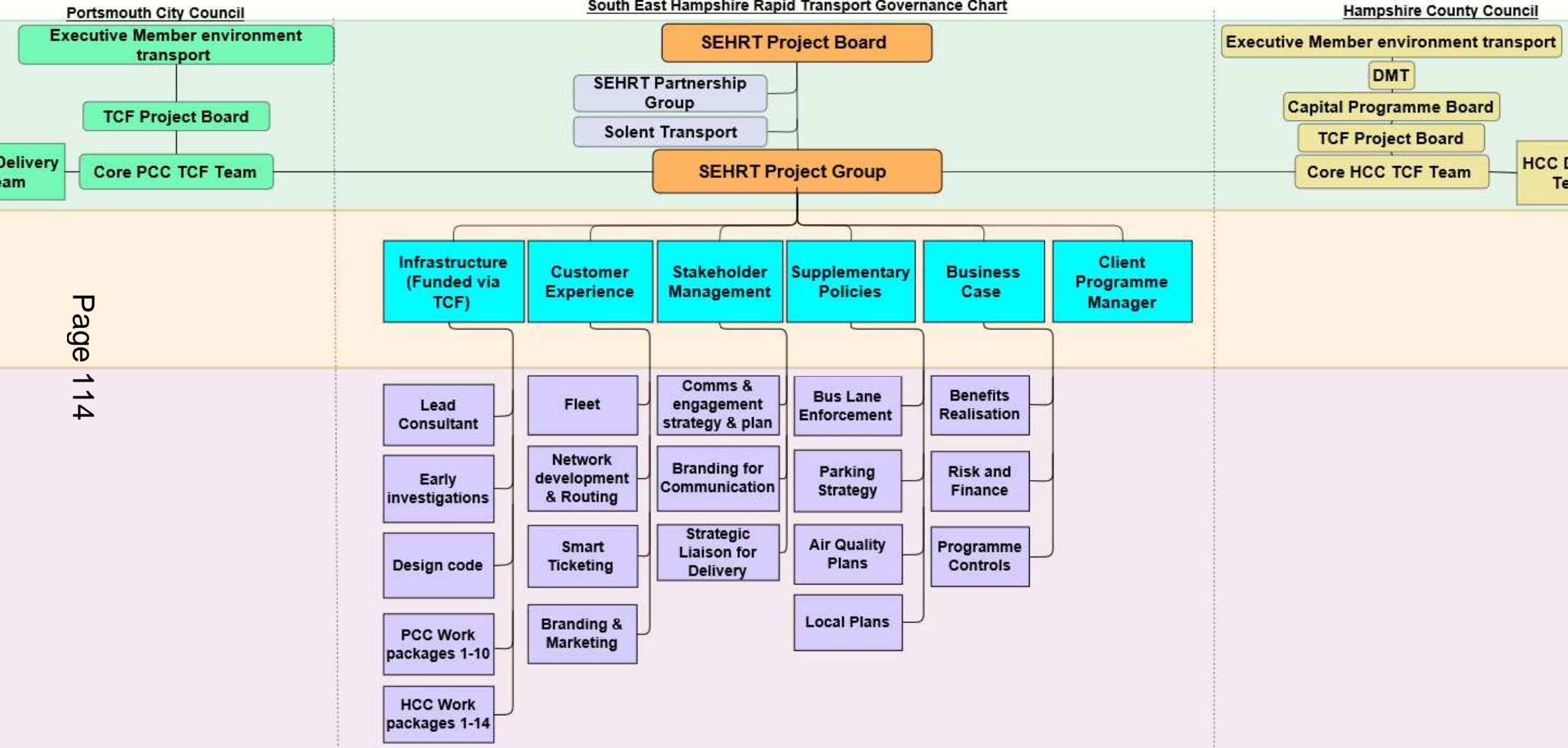
- Parts of Network already delivered:**
- "Star" Cosham- Waterlooville-Horndean bus priority corridor
 - "Eclipse" Fareham-Gosport Bus Rapid Transit phase 1a
 - Portsmouth Park & Ride
 - Fareham town centre & station interchange
 - The Hard interchange
- Parts of Network committed for future delivery:**
- Dunsbury Hill Farm link (2018/2019)
 - "Eclipse" Fareham-Gosport Bus Rapid Transit phase 1b (2019) & link to Solent Enterprise Zone
 - Eclipse BRT extension to Welborne (early 2020s)





SOUTH EAST HAMPSHIRE RAPID TRANSIT

South East Hampshire Rapid Transport Governance Chart



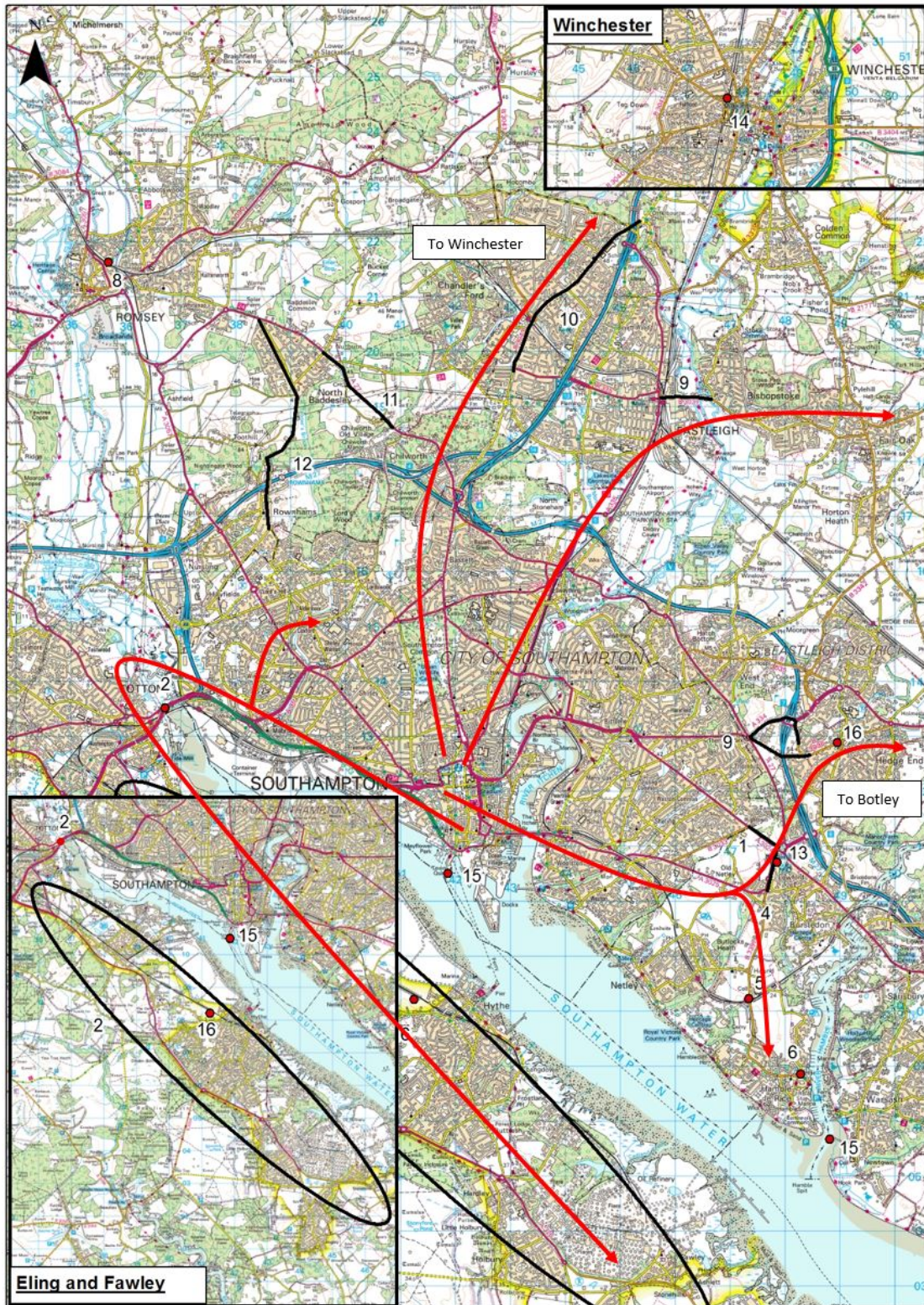
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Progress to Date

- June 2018 -Joint Expression of Interest submitted to TCF for SEHRT by PCC/HCC
- September 2018 – SEHRT EoI shortlisted by DfT
- October 2018 - Inception meeting with DfT in London /Autumn Statement extension of TCF
- November 2018 – Guidance published for Tranche 1 ‘early wins’ submissions
- January 2019 – Submission of ‘light touch’ business cases for Tranche 1
- January 2019 – Hosted DfT site visit to SEHRT
- February 2019 – Guidance published by DfT for Tranche 2 Strategic Outline Business Case submission.

Next Steps

- March 2019 - Expected DfT funding decision on early delivery of small schemes
- Spring 2019 – Commence delivery of small schemes
- Spring 2019 - Complete feasibility assessment for each work package to inform draft Strategic Outline Business Case submission
- Spring 2019 – commence ‘co-development’ work with DfT
- 20th June 2019 – submit draft Strategic Outline Business Case to DfT
- Summer – Autumn 2019 – continued co-development of TCF proposals, including complementary workstreams
- 28th November 2019 – submission of finalised SOBC
- March 2023: Completion of any infrastructure works associated with TCF



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