

Public Document Pack



NOTICE OF MEETING

Meeting	Executive Member for Environment and Transport Decision Day
Date and Time	Tuesday, 11th July, 2017 at 2.00 pm
Place	EII 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. HOUSEHOLD WASTE RECYCLING CENTRE OPERATIONS** (Pages 5 - 12)

To consider a report of the Director of Economy, Transport and Environment regarding the implementation of previously agreed operational changes at Household Waste Recycling Centres.
- 2. STUBBINGTON BYPASS - LAND APPROVALS** (Pages 13 - 52)

To consider a report of the Director of Economy, Transport and Environment regarding initiation of preliminary works and procedures necessary to allow the construction of the Stubbington Bypass.
- 3. RETENDERING OF BASINGSTOKE/ALRESFORD CANGO BUS SERVICE** (Pages 53 - 60)

To consider a report of the Director of Economy, Transport and Environment seeking approval to award a tender to replace the C41 public bus service contract in the Basingstoke-Alresford area, to commence on 4 September 2017 and operate until December 2018.
- 4. BUS STOP INFRASTRUCTURE TENDER** (Pages 61 - 66)

To consider a report of the Director of Economy, Transport and Environment seeking approval to procure and spend for a contract to provide Bus Stop Infrastructure.

NON KEY DECISIONS

5. ETE CAPITAL PROGRAMME 2016/17 END OF YEAR AND QUARTER 1 2017/18 REPORT (Pages 67 - 84)

To consider a report of the Director of Economy, Transport and Environment regarding a high-level summary of progress and delivery within the capital programme and confirming the year end position for 2016/17.

6. HAMPSHIRE COUNTY COUNCIL'S RAIL POSITION STATEMENT (Pages 85 - 104)

To consider a report of the Director of Economy, Transport and Environment seeking approval of Hampshire County Council's Rail Position Statement as a basis for on-going discussions with partners.

7. HAMPSHIRE PRELIMINARY FLOOD RISK ASSESSMENT REVIEW (Pages 105 - 140)

To consider a report of the Director of Economy, Transport and Environment regarding the background and outcomes from the review of Hampshire's Preliminary Flood Risk Assessment.

8. COMMUNITY TRANSPORT GRANT APPLICATIONS (Pages 141 - 150)

To consider a report of the Director of Economy, Transport and Environment regarding Community Grant Applications

9. BUS RAPID TRANSIT/VOLUNTARY QUALITY BUS PARTNERSHIP AGREEMENT (Pages 151 - 158)

To consider a report of the Director of Economy, Transport and Environment regarding the revised Heads of Terms for the continued operation of the South Hampshire Bus Rapid Transit project, for discussion with South Hampshire Bus Operators Association.

10. PROJECT APPRAISAL - RINGWOOD ROAD, TOTTON PEDESTRIAN/CYCLE LINK IMPROVEMENTS (Pages 159 - 170)

To consider a report of the Director of Economy, Transport and Environment regarding details of a proposed scheme to improve pedestrian crossing facilities throughout the Ringwood Road / Calmore Road / Testbourne Avenue junction in Totton.

11. TRANSPORT IMPROVEMENT SCHEME UPDATE: A27 THE AVENUE / GUDGE HEATH LANE FAREHAM (Pages 171 - 202)

To consider a report from the Director of Economy, Transport and Environment regarding a transport improvement scheme update in Fareham.

12. APPOINTMENTS TO OUTSIDE BODIES (Pages 203 - 206)

To consider a draft Decision Record from the Director of Transformation and Governance making appointments to Statutory Joint Committees and Outside Bodies.

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

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Household Waste Recycling Centre Operations
Report From:	Director of Economy, Transport and Environment

Contact name: Vicky Beechey

Tel: 01962 845539

Email: vicky.beechey@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to seek authority to re-programme the start of the previously approved introduction of cross-border charging for non-Hampshire residents to access the Hampshire Household Waste Recycling Centre (HWRC) network to provisionally begin in 2018/19, and to cancel the introduction of later opening times and Thursday closures at all HWRCs, due to be implemented from 1 October 2017.

1.2. This paper seeks to set out:

- the context in which this decision is being made;
- the operational considerations leading to it; and
- the financial implication of it.

2. Contextual information

2.1. On 22 July 2016 the Executive Member for Environment and Transport approved the decisions set out in the HWRC Service Efficiencies paper¹ to:

- introduce a system of charging an access fee for non-Hampshire residents to access Hampshire's HWRCs, (cross-border charging), originally approved for implementation from 1 September 2017; and
- reduce the daily opening hours by 2 hours per day and to close all sites on a Thursday from 1 October 2017².

¹ 22 July 2016 [Executive Member for Environment and Transport Decision Day report](#)

² 3 November 2016 [Executive Member Environment and Transport Decision Day report](#)

- 2.2. These decisions were recommended in the context of needing to achieve operational savings as part of the Council's Transformation to 2017 (Tt17) programme, but also in light of the overwhelming steer from residents through the public consultation³ held from 16 March to 25 May 2016 on the HWRC service to keep all 24 HWRCs open.
- 2.3. In regard to cross border charging, there are a number of Hampshire HWRCs on the County borders which are used by non-Hampshire residents (excluding Southampton and Portsmouth residents⁴). In 2015, the County Council undertook a site user survey, the results of which indicated that cross-border use of the network by non-Hampshire residents resulted in operational costs in excess of £500,000 for 2016/17.
- 2.4. A number of neighbouring Authorities (including Surrey County Council, West Berkshire Council and Borough of Poole) have already or are planning to introduce cross-border restrictions at some or all of their HWRC sites. The majority are considering prohibiting the use of their HWRCs by 'non-local' residents which would result in a number of Hampshire residents being unable to use these facilities in any capacity.
- 2.5. The County Council recognises that, in some locations, the network of Hampshire HWRCs is more convenient to access for non-Hampshire residents than facilities within their own administrative area. The County Council therefore, does not wish to unnecessarily inconvenience these cross-border users any more than it wishes to reduce the cost efficiency, and in some cases viability, of these sites by preventing cross-border access. On this basis, the County Council has approved the introduction of a small access charge for non-Hampshire residents, in accordance with powers set out in Paragraph 51(3) of the Environmental Protection Act 1990, rather than prohibit them from using the amenities as provided free of charge to Hampshire residents in accordance with Paragraph 51(b) of the same Act.
- 2.6. The recommendation is to delay the implementation of the cross-border charge from 1 September 2017 to provisionally start in 2018/19, to allow for an increased period of time to enable further discussion with neighbouring authorities to reach, if possible, a consensus on the approach to non-local resident use of HWRCs.
- 2.7. In regard to the introduction of later opening hours and closure of the HWRC network on Thursdays, these savings proposals were approved for implementation to assist in achieving the required £1.55 million p.a. from HWRC service provision for Transformation to 2017 (Tt17).

³ <https://www3.hants.gov.uk/hwrc2016>

⁴ Each of the HWRCs in Southampton and Portsmouth are run under the same management contract as the Hampshire network; therefore residents in the two Unitary Authorities are considered 'Hampshire' residents for the purposes of any cross-border arrangements.

- 2.8. Having achieved additional savings from other parts of the Tt17 waste efficiency programme, the savings that were due to be met through the reduction in opening hours and closure of the network on a Thursday have been delivered without the need to implement either of these changes at this time. Please see paragraph 4.1 for further detail on where savings have been made.

3. Implementation considerations

- 3.1. As set out in the Decision Report for 22 July 2016 (see footnote 1 on page 1 of this report), the cross-border charging proposal is to identify and charge non-Hampshire residents for access to the Hampshire HWRC network. This will be delivered through the use of the automatic number plate recognition (ANPR) system and the payment infrastructure that is being used by both the non-household and trade waste schemes.
- 3.2. In terms of the ANPR system specifically, the proposal suggests linking the system to a database that Hampshire residents would be able to register their household and vehicle details on, in order to facilitate the use of the network without charges.
- 3.3. The proposed delay in implementation would allow for an increased period of time to enable further discussion with neighbouring authorities to reach, if possible, a consensus on the approach to non-local resident use of HWRCs.
- 3.4. The success of initiatives in other parts of the Tt17 waste efficiency programme now means that implementing the opening hours reductions and day closure is unnecessary at this time.
- 3.5. However, it is anticipated that further savings will be required to be made from the Waste budget as part of the Council's Transformation to 2019 (Tt19) programme which will necessitate a further review of the HWRC service to identify areas of potential new cost reductions or income generating measures.⁵

4. Finance

- 4.1. The budget savings that were to be made from the introduction of a delay in HWRC opening hours and Thursday closure have been met by the additional achievement of savings from other parts of the Tt17 waste efficiency programme. These savings have been made from the waste disposal budget via increased diversion from landfill initiatives such as the production of refuse derived fuel (RDF) and increased street sweepings processing.

⁵ Cabinet Report [3 February 2017, section 'The Position to 2019/20'](#)

5. Consultation and Equalities

- 5.1. The recommendations are considered to have a neutral impact on the groups with protected characteristics or those additional policy considerations listed.

6. Recommendations

- 6.1. That the proposed implementation of a cross-border charge for non-Hampshire residents to use the Hampshire Household Waste Recycling Centre (HWRC) network be reprogrammed to start provisionally in 2018/19, with authority delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, to finalise the start date.
- 6.2. That the approved implementation of a reduction in HWRC opening hours by 2 hours per day and closure of the network on a Thursday, due to start on 1 October 2017 as part of the Transformation to 2017 efficiency programme, be cancelled due to the additional savings made from other parts of the waste efficiency programme.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	no
Maximising well-being:	no
Enhancing our quality of place:	yes

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
HWRC Service Efficiencies Implementation	7534	22 July 2016
HWRC Opening Hours	7847	3 November 2016
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	
Environmental Protection Act	1990	
Local Authorities (Prohibition of Charging Residents to Deposit Household Waste) Order	2015	

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 decision has been assessed as having a neutral impact upon people with protected characteristics, as, apart from delaying a change already approved and assessed, there will be no change to existing arrangements.

2. Impact on Crime and Disorder:

2.1. There is no anticipated impact (positive or negative) on crime and disorder as a result of this decision.

3. Climate Change:

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

No overall impact (positive or negative) is expected on the County Council's carbon footprint / energy consumption.

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

The recommendations in this report do not impact upon the ability of the County Council to adapt to climate change, and therefore do not need to consider the need to adapt.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Stubbington Bypass – Enabling Work and Land Approvals
Report From:	Director of Economy, Transport and Environment

Contact name: Heather Walmsley

Tel: 01962 846089

Email: heather.walmsley@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to ensure that scheme development and enabling works for the proposed Stubbington Bypass road scheme (“the Scheme”) can be progressed to a point whereby DfT ‘Full Approval’ can be secured and delivery can commence within agreed funding timescales. This includes the progression of appropriate Orders, Notices or Statutory Procedures under the powers of the Highways Act 1980 that are associated with the Scheme.
- 1.2. This paper seeks approval to progress the formal negotiations to seek to acquire the necessary third party interests by agreement to enable the construction of the Stubbington Bypass in Fareham (“the scheme”).
- 1.3. In order to ensure the delivery of the Scheme within the funding timescales agreed with the Department for Transport (DfT) and the Solent Local Enterprise Partnership (SLEP), it is proposed that a Compulsory Purchase Order should be made, following approval by the Executive Member for Policy and Resources, to run in parallel with negotiations to acquire all third party land by agreement.

2. Contextual information

- 2.1. In November 2014 a report to the Executive Member for Economy Transport and Environment regarding ‘Improving Access to Fareham and Gosport’, recommended that: ‘the preferred schemes as outlined in the report are approved as Council policy, are formally safeguarded and are progressed with immediate effect.’ Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Stubbington Bypass, developed along the preferred option alignment identified following a public consultation exercise in summer 2014.

- 2.2. The Scheme forms part of the wider strategy to improve access to Fareham and Gosport by reducing congestion on the existing highway network in order to support economic development and regeneration within the sub-region. This scheme forms one of the final parts of the package of schemes designed to improve access to Fareham and the Gosport Peninsula. It will follow the completed improvements to the northern section of Newgate Lane; the Peel Common roundabout; the St Margaret's roundabout; and the improvements to the A27 (between Segensworth and the Titchfield Gyratory) and the southern section of Newgate Lane, which are currently under construction. Together with these works the Scheme aims to contribute towards the overall reduction of journey times and improved journey time reliability across the Peninsula, especially at peak times through the provision of increased road capacity and improved traffic management.
- 2.3. The principle of the construction of the Scheme is supported by the Fareham Borough Local Plan Part 2 (2015); 'Policy SP49: Improvements to the Strategic Road Network', which safeguards the alignment of the proposed road as identified in this report.
- 2.4. A planning application for the Scheme was approved by the County Council's Regulatory Committee on 21 October 2015 and a formal notice of Planning Permission with associated conditions was issued on 23 October 2015. The scheme cost is £34million.

3. Outline of the Preferred Scheme

- 3.1. In July 2015 a report to the Executive Member for Economy, Transport and Environment confirmed the detailed alignment for the Stubbington Bypass and associated improvements to Gosport Road and Titchfield Road. The approved drawing showing that alignment is attached in **Appendix 1**. The approved alignment is consistent with that submitted and approved as part of the planning application for the scheme.
- 3.2. The scheme will provide a new 3.5km long, 7.3m wide single carriageway road between the B3354 Titchfield Road and the B3354 Gosport Road, passing to the north and east of Stubbington, and will include widening at Titchfield Road and Gosport Road. Three new junctions will be provided to connect the scheme to the existing highway network, with signal junctions provided at Titchfield Road and Peak Lane, and a roundabout at Gosport Road.
- 3.3. Titchfield Road will be widened between the new Bypass and the A27 Titchfield Gyratory (approximately 1km), in order to cater for the increased traffic flows associated with the Bypass. Between the Titchfield Gyratory and the Bridge Street junction a total of four lanes will be provided; while between the Bridge Street junction and the Bypass the road will be widened to accommodate a central hatched area that will provide right-turn lanes at several locations to facilitate safe access to properties on either side of the road.

- 3.4. Three existing junctions will be improved as part of the scheme to provide increased traffic capacity. These comprise: the A27/B3334 Titchfield Gyratory, the Titchfield Road/Bridge Street junction, and the Peel Common roundabout (building upon and being consistent with the recently completed improvements).
- 3.5. The new road will be raised slightly above existing ground levels for drainage purposes, and it is proposed to have grass verges on both sides, a pedestrian /cycleway along its length, together with fencing, drainage features, environmental mitigation features and landscaping.

4. Scheme Development and Enabling Works

- 4.1. The scheme is being progressed as a DfT 'retained scheme'. The implications of this status are that further Business Case scrutiny over and above that already completed to satisfy the processes of the Solent LEP are required prior to 'Full Approval', which is the stage at which the DfT funding contribution will be confirmed and delivery can commence. The further business case work now needs to be progressed in parallel to the scheme development, enabling works, and land acquisition.
- 4.2. Enabling works now need to be progressed to advance the scheme to 'Full Approval' stage, and the point whereby funding can be confirmed and main works can be commenced within the timescales agreed with the Department for Transport (DfT) and the Solent Local Enterprise Partnership (SLEP) for a commencement of the improvement works within the 2018/19 year. These enabling works include additional survey work to inform the completion of the next levels of the design process; the progression of environmental mitigation work including the creation of new habitat to facilitate the relocation of protected species; archaeological surveys; and work required to satisfy other planning conditions; etc.
- 4.3. Prior to Full Approval being granted it is necessary to have all Orders in place, and to this end it will be necessary to establish the need for and progress, where appropriate, Orders or Notices under the powers of the Highways Act 1980 that are associated with the Scheme.

5. Third Party Land

- 5.1. The Scheme traverses third party land for almost the entirety of the new route between Titchfield Road and Gosport Road. There are also relatively small parcels of third party land required on the eastern and western sides of Titchfield Road, due to the widening works. There are some minor realignment works on the southern side of Gosport Road, between the Bypass and Peel Common roundabout, to bring the road alignment in line with design standards. In addition a section of landscape bund will be re-positioned at the boundary of the Peel Common Sewage Treatment Works. Initial steps to commence informal discussions with landowners affected by

the scheme have taken place. Initial discussions have also taken place with tenant farmers who farm areas adjacent to Titchfield Road.

- 5.2. Land interest plans for the proposed road Scheme are provided in **Appendix 2**, which shows land essentially required to deliver the scheme and which will form the basis of the Compulsory Purchase Order.
- 5.3. To provide certainty of delivery within the timescales agreed with the Department for Transport (DfT) and the Solent Local Enterprise Partnership (Solent LEP) for a commencement of the improvement works within the 2018/19 year, and in the event that negotiations to acquire all third party land by agreement are unsuccessful, it will be necessary to make and progress a Compulsory Purchase Order (CPO) to secure the necessary land. Given that it can take around two years to complete the CPO process including confirmation by the Secretary of State, it is proposed to commence this process as soon as reasonably possible.
- 5.4. Discussions are ongoing with the DfT regarding the process associated with the 'retained scheme' status and to ensure Full Approvals can be secured as soon as possible. However, it is important that the land negotiations and the Compulsory Purchase Order for the necessary land are commenced and progressed in the short term to meet the agreed delivery timetable and also because the DfT require all 'Orders' to be in place prior to 'Full Approval' being granted.

6. Legal Context

- 6.1. The County Council has the power to progress any appropriate Orders or Notices under the powers of the Highways Act 1980 that are associated with or necessary for the Scheme.
- 6.2. The County Council has the power to make Compulsory Purchase Orders and in relation to this road construction Scheme, the enabling power is the Highways Act 1980.
- 6.3. The Compulsory Purchase Process Guidance from the Department for Communities and Local Government (CPO Guidance) states that a compulsory purchase order should only be made where a) there is a compelling case in the public interest and b) the purposes for which the compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected. Particular attention should be given to these considerations.
- 6.4. The public interest test is met due to the proposed acquisition delivering necessary infrastructure to serve improved access to Fareham and Gosport and to encourage much needed economic development, as well as to maximise the wellbeing of residents, particularly in the central area of Stubbington, by reducing congestion and delays to key destinations.

- 6.5. This will help to enhance the prosperity of the area overall as well as the quality of place. It should also be noted that the Scheme would run through the designated Fareham Borough Council designated Strategic Gap, so as to cause the least disruption to residents and therefore to have the least impact on their human rights.
- 6.6. The County Council has also had regard to the provision of Article 1 of the First Protocol to the European Convention on Human Rights. In the light of the significant public benefit that would arise from the delivery of the Scheme, it is considered that it would be appropriate to acquire the land through compulsory purchase should that prove necessary, and that to do so would not constitute an unlawful interference with individual property rights.
- 6.7. Article 6 also requires that those civil rights that may be affected by a decision are given a fair hearing by an independent and impartial tribunal. This is secured by means of the compulsory purchase order process, including the holding of an inquiry into any objections which may be made and the ability to challenge any compulsory purchase order in the High Court.

7. Finance

- 7.1. A Funding Agreement was signed in March 2017 between the County Council and the Solent LEP for an initial advance of £3.5million up front funding provided for 2017/18 specifically to enable land acquisition, the making of a Compulsory Purchase Order, and enabling works to take place this year if possible, The £3.5million will not be exceeded before further funding is confirmed.
- 7.2. The intention is that the £3.5million advance from the Solent LEP will be used to progress the land negotiations and acquisition, and make the Compulsory Purchase Order as soon as possible in order to help secure Full Approval, which is required before DfT will release the main funding for the scheme.
- 7.3. The costs of the land acquisition will be reported within the Scheme costs which will form part of the project appraisal report that will be considered by the Executive Member for Environment and Transport before the tendering stage and the commencement of the works. Land agent and legal fees associated with progressing and concluding the acquisitions will also be covered by the available £3.5million.

8. Consultation and Equalities

- 8.1. The public consultation exercise undertaken in Summer 2014 on Improving Access to Fareham and Gosport, the results of which were reported in the Executive Member for Economy Transport and Environment report of November 2015, identified that 75% of respondents supported the preferred route for the Stubbington Bypass.

- 8.2. The support identified above was distributed across the peninsula with the main clusters of support located in Stubbington Village and around the southern end of the Newgate Lane and Peel Common areas. Objection to the scheme included only one cluster of objection in Ranvilles Lane.
- 8.3. At least 70% of respondents regarding the Bypass were generally satisfied that the main issues of traffic, drainage, environment, ecology, landscape, proximity to properties, design, and accessibility identified in the questionnaire had been taken into account, notwithstanding additional comments which may have been made seeking clarification or identifying areas of concern. The biggest concern was the proximity of the route to properties.

9. Future direction

- 9.1. The current intention is that the main works construction of the scheme will commence towards the end of the 2018/19 financial year, following DfT Full Approval. In order to secure Full Approval it will be necessary to complete all appropriate Orders for the scheme, to complete enabling works and also to complete all necessary land acquisition and the Compulsory Purchase Order process, if required.
- 9.2. Following approval of this report and approval by the Executive Member for Policy and Resources, formal negotiations will be entered into with all third party landowners and tenants, in order to seek to acquire by agreement, all third party parcels of land necessary to construct the Scheme as approved. If negotiations are unsuccessful then the Compulsory Purchase Order process will be used to ensure the delivery of the Scheme within the timescales and delivery programme agreed with the Department for Transport and the Solent LEP.

10. Recommendations

- 10.1. That authority be delegated to the Director of Economy, Transport and Environment to progress all development work for the proposed Stubbington Bypass (“the Scheme”), including the completion of all necessary steps required to secure ‘Full Approval’ from the Department for Transport (DfT), and the progression of all enabling and environmental works for the scheme, to ensure that delivery can commence within agreed timescales.
- 10.2. That the Executive Member for Environment and Transport confirms the approved alignment of the Scheme, as detailed in **Appendix 1**.
- 10.3. That authority be delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress any appropriate Orders, Notices, or Statutory procedures and obtain any consents, rights or easements that are necessary for the Scheme.

- 10.4. That the Executive Member for Environment and Transport recommends that the Executive Member for Policy and Resources provides authority to acquire all third party interests in any land and any necessary rights required for or to facilitate/enable the delivery of the proposed Scheme by agreement.
- 10.5. That, in order to ensure the delivery of the Scheme within agreed funding timescales, the Executive Member for Environment and Transport recommends to the Executive Member for Policy and Resources that a Compulsory Purchase Order is made for the land required to deliver the Scheme, as detailed in **Appendix 2**, to run in parallel with negotiations to acquire all third party land interests by agreement, on the basis that the areas of land identified in Appendix 2 will not be extended but may be revised or minimised.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Maximising well-being:	yes
Enhancing our quality of place:	yes

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
EMETE Report : ' Stubbington Bypass Update Report'	6718	9.7.15
EMETE Report ; Improving Access to Fareham and Gosport – Report of Consultation'	6154	4.11.14
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.)

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 proposals will have no or low impact upon groups with protected characteristics. In the event that a CPO is required the guidance published by the DCLG (Guidance on CPO process and The Crichel Down Rules for disposal of surplus land acquired by, or under the threat of compulsion) will be followed. The scheme will be accessible to all road users. Pedestrians, cyclists and horse riders will be catered for as part of the proposals to improve access to Fareham and Gosport and mitigation has been identified to add value in terms of accessibility over and above the existing provision.

2. Impact on Crime and Disorder:

2.1. None

3. Climate Change:

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

The proposed strategy to improve access to Fareham and Gosport seeks to reduce congestion and journey time delay, particularly in central areas.

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

Areas where traffic levels reduce will also experience significant benefit in terms of reduced air pollution.

APPENDICES

APPENDIX 1

General Arrangement EC/RJ504603/02/022 Rev C

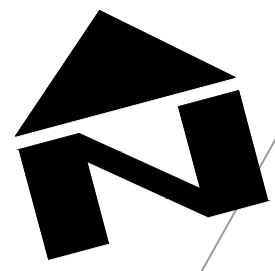
General Arrangement EC/RJ504603/02/023 Rev C

General Arrangement EC/RJ504603/02/024 Rev C

APPENDIX 2

CPO Overview Plan

CPO Plans x18



- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

- KEY**
- GRASSED AREA
 - PAVED AREA (FOOTWAY/CYCLEWAY/PAVED ISLAND)
 - DRAINAGE DITCH OR SWALE
 - DETENTION BASIN
 - APPLICATION BOUNDARY
 - ADJACENT LAND OWNED BY HCC



Page 23

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REV	AMENDMENTS	DATE	CAD	CHKD	APPD
C	BUNDS REVISED AND APPLICATION BOUNDARY ADDED	29.05.2015	DF	RW	CM
B	MINOR AMENDMENTS	01.04.2015	DF	RW	CM
A	PONDS ADDED	27.02.2015	DF	RW	CM

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

Hampshire County Council **engineering CONSULTANCY**

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

DESIGNER: RW
CAD: LH
CHECKED: LW, LW
APPROVED: CM, CM

SCHEME: STUBBINGTON BYPASS

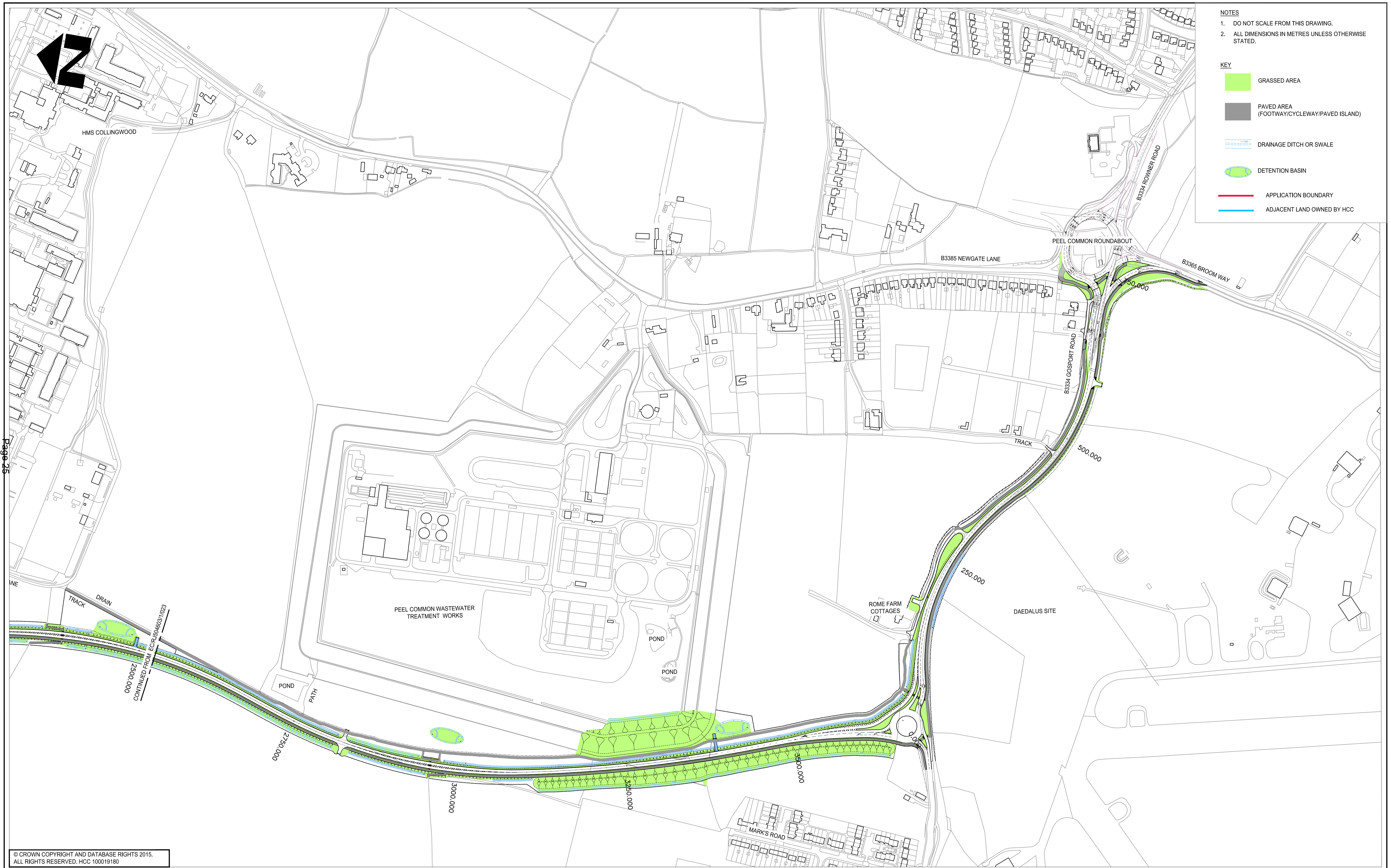
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- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
- KEY**
- GRASSED AREA
 - PAVED AREA (FOOTWAY/CYCLEWAY/PAVED ISLAND)
 - DRAINAGE DITCH OR SWALE
 - DETENTION BASIN
 - APPLICATION BOUNDARY
 - ADJACENT LAND OWNED BY HCC

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REV	AMENDMENTS	DATE	CAD	CHKD	APPD
C	BUNDS REVISED AND APPLICATION BOUNDARY ADDED	29.05.2015	DF	RW	CM
B	MINOR AMENDMENTS	01.04.2015	DF	RW	CM
A	PONDS ADDED	27.02.2015	DF	RW	CM

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ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
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CONSULTANT

Hampshire
County Council **engineering**
CONSULTANCY

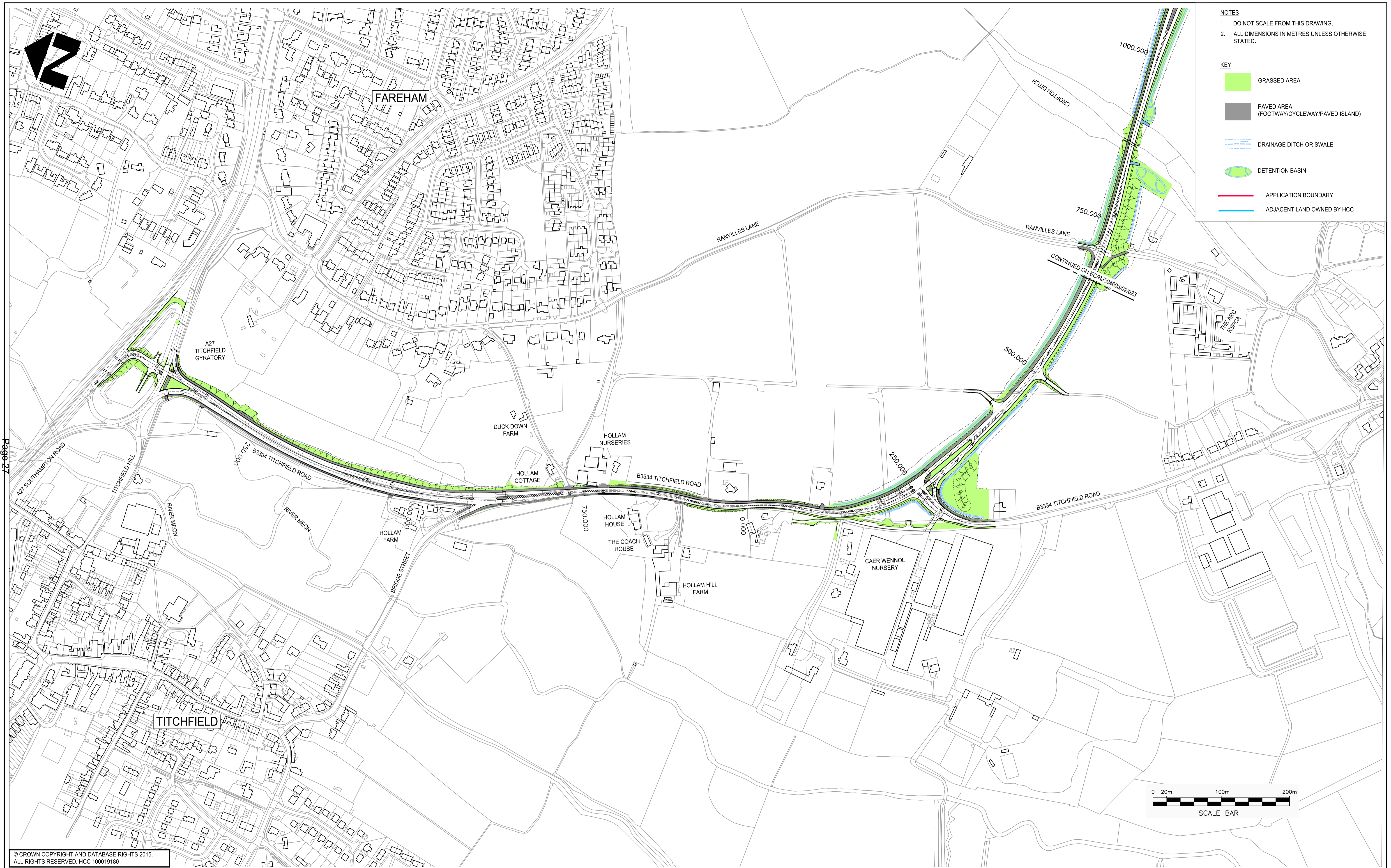
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

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CAD					
LH					
CHECKED					
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Drawing Title	Drawing Number	Rev
GENERAL ARRANGEMENT OVERVIEW	EC/RJ504603/02/024	C

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- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
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- KEY**
- GRASSED AREA
 - PAVED AREA (FOOTWAY/CYCLEWAY/PAVED ISLAND)
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 - DETENTION BASIN
 - APPLICATION BOUNDARY
 - ADJACENT LAND OWNED BY HCC

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REV	AMENDMENTS	DATE	CAD	CHKD	APPD
C	BUNDS REVISED AND APPLICATION BOUNDARY ADDED	29.05.2015	DF	RW	CM
B	MINOR AMENDMENTS	01.04.2015	DF	RW	CM
A	PONDS ADDED	27.02.2015	DF	RW	CM

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ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
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CONSULTANT

Hampshire engineering
County Council CONSULTANCY

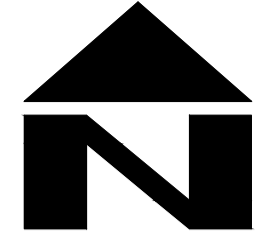
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TITCHFIELD

FAREHAM

HMS COLLINGWOOD

STUBBINGTON

DAEDALUS

BRIDGEMARY

LEGEND

LAND TO BE ACQUIRED

A27 THE AVENUE

PLOT 001

PLOT 002

PLOT 003

PLOT 019

PLOT 006

PLOT 004

HOLLAM NURSERIES

PLOT 010

PLOT 011

PLOT 005

RAUVILLES LANE

PEAK LANE

PLOT 012

LONGFIELD AVENUE

PLOT 007

CROFTON DITCH

PLOT 013

PLOT 008

SOUTHERN GLASS HOUSE PRODUCE

NEWLANDS FISHERY

PLOT 009

EQUESTRIAN CENTRE

PLOT 020

PLOT 014

NEWLANDS FARM

RIVER MEON

THE ARK RSPCA

TITCHFIELD ROAD B3334

MAY'S LANE

TANNERS LANE

NEWGATE LANE B3305

PLOT 015

PLOT 016

SEWAGE TREATMENT WORKS

RIVER AVER

PLOT 017

CROFTON SCHOOL

PLOT 018

GOSPORT ROAD B3334

PEEL COMMON ROUNDABOUT

ROWNER ROAD B3334

SCALE BAR

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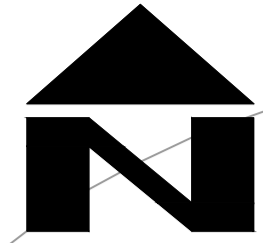
CONSULTANT

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APPROVED CM
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STUBBINGTON BYPASS
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DATE 03.05.2017
SHEET NUMBER 1 OF 23

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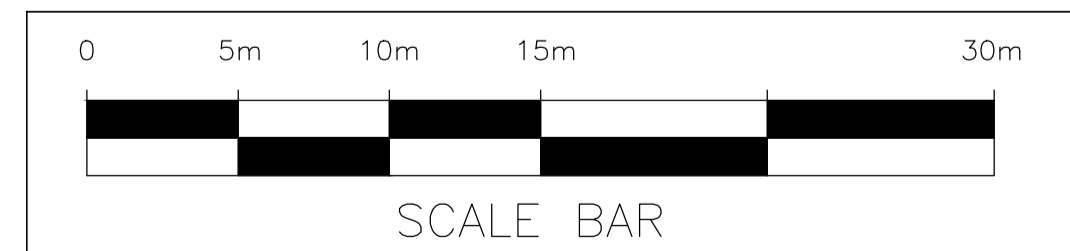


A27 THE AVENUE

TITCHFIELD GYRATORY

PLOT 001
1,981m²

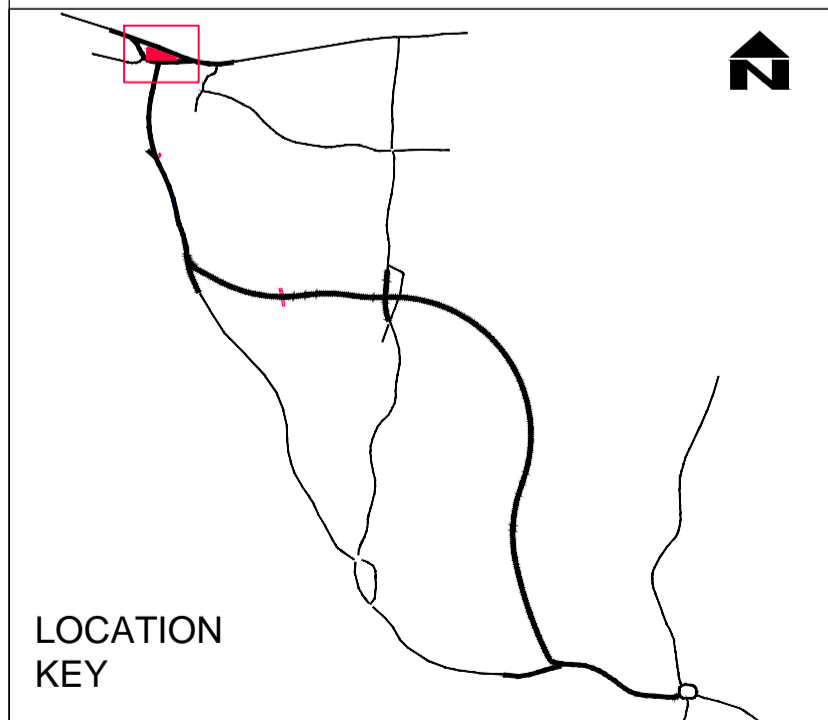
B334 TITCHFIELD ROAD



LEGEND

LAND TO BE ACQUIRED

PLOT LOCATION SHOWN IN RED FOR CLARITY



LOCATION KEY

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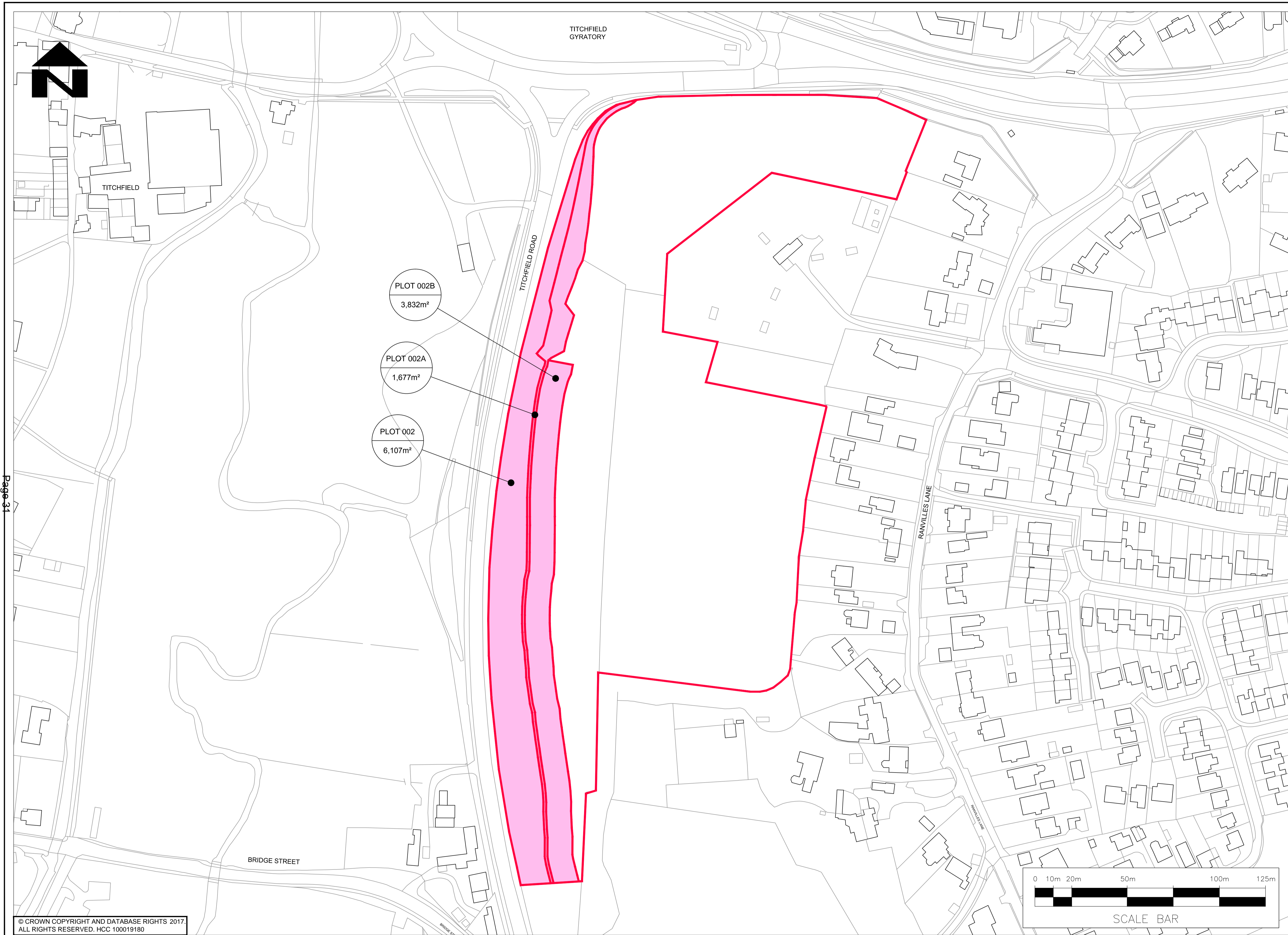
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HAMPSHIRE COUNTY COUNCIL
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STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER: RW
CAD: DF
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APPROVED: CM
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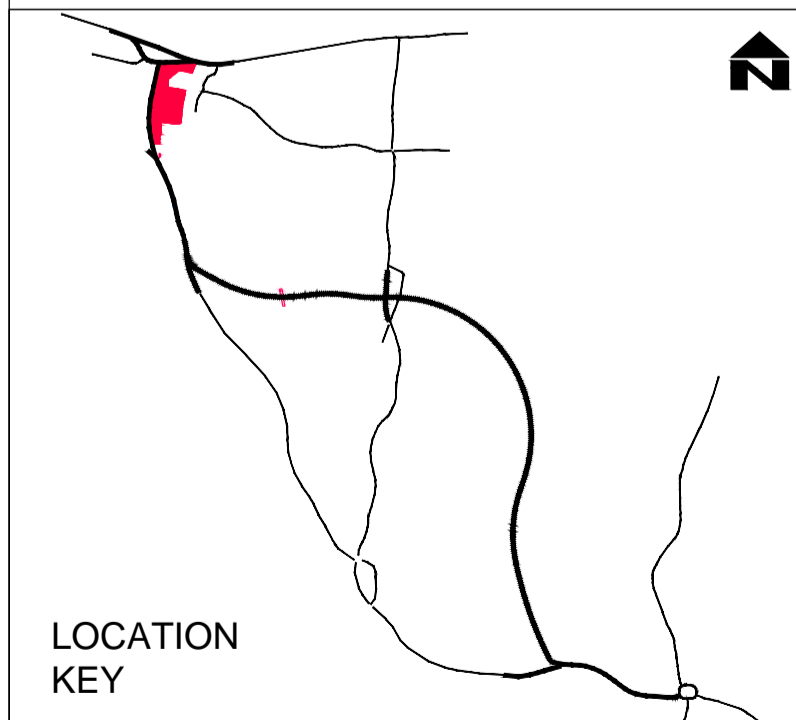
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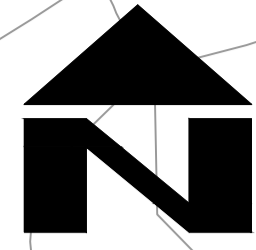
CLIENT
HAMPSHIRE COUNTY COUNCIL
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CONSULTANT

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DESIGNER: RW
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BRIDGE STREET

TITCHFIELD ROAD

PLOT 003B
387m²

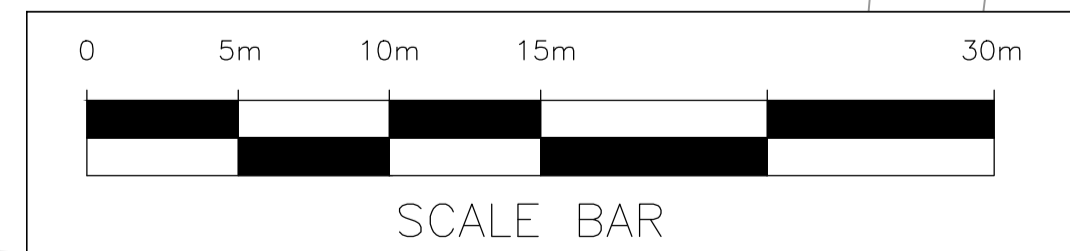
PLOT 003A
85m²

PLOT 003
1,379m²

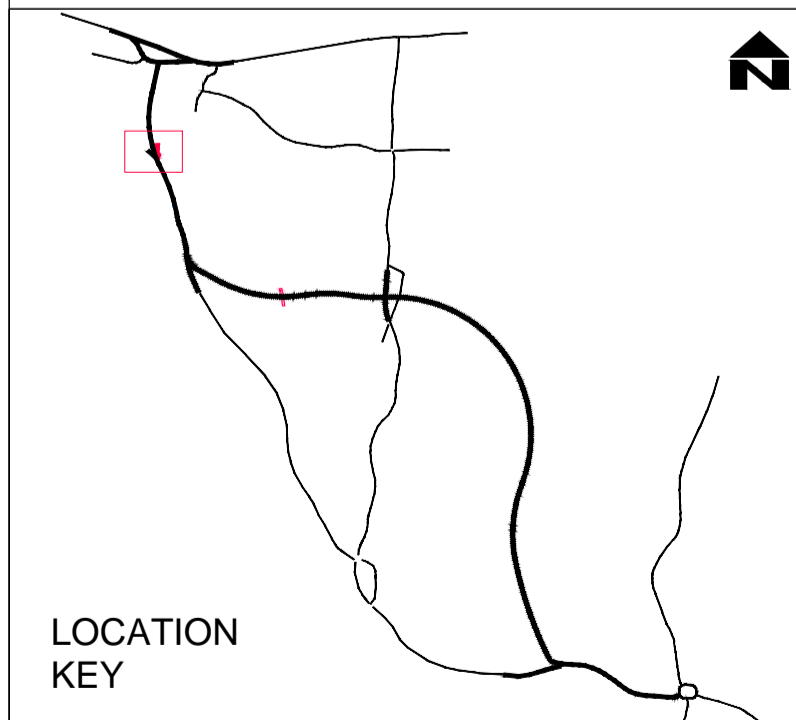
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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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DESIGNER RW	SCHEME STUBBINGTON BYPASS
CAD DF	
CHECKED WW <i>uw</i>	JOB No. RJ 504603.01
APPROVED CM <i>cm</i>	SCALE @ A1 1:250
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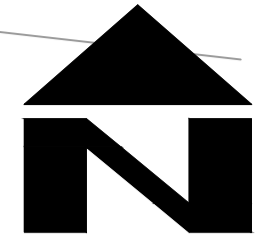
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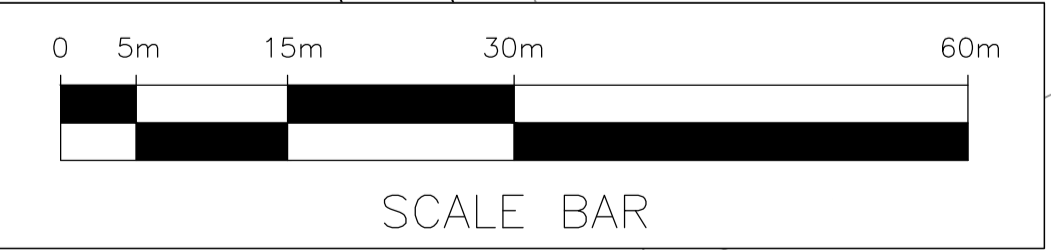
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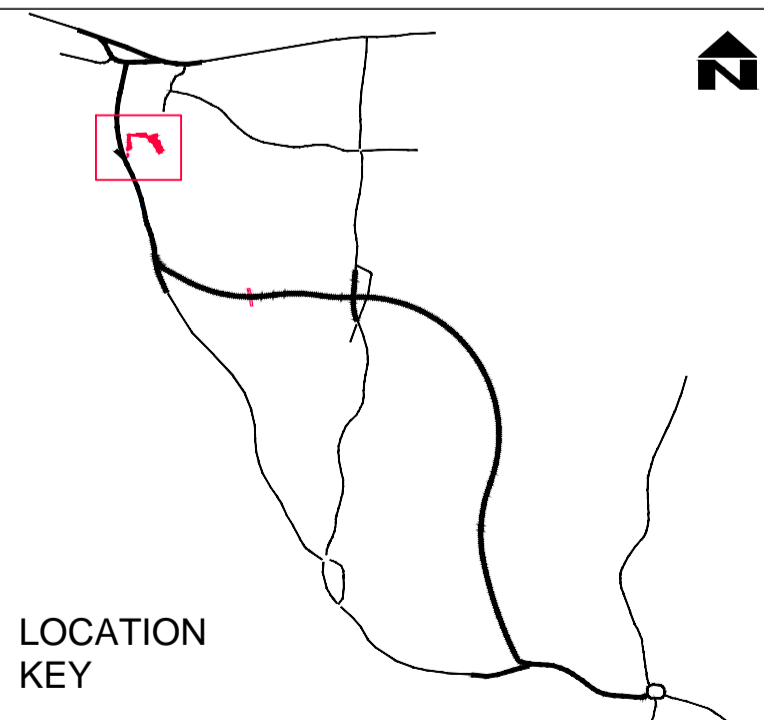
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PLOT 004
168m²



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 Hampshire County Council 

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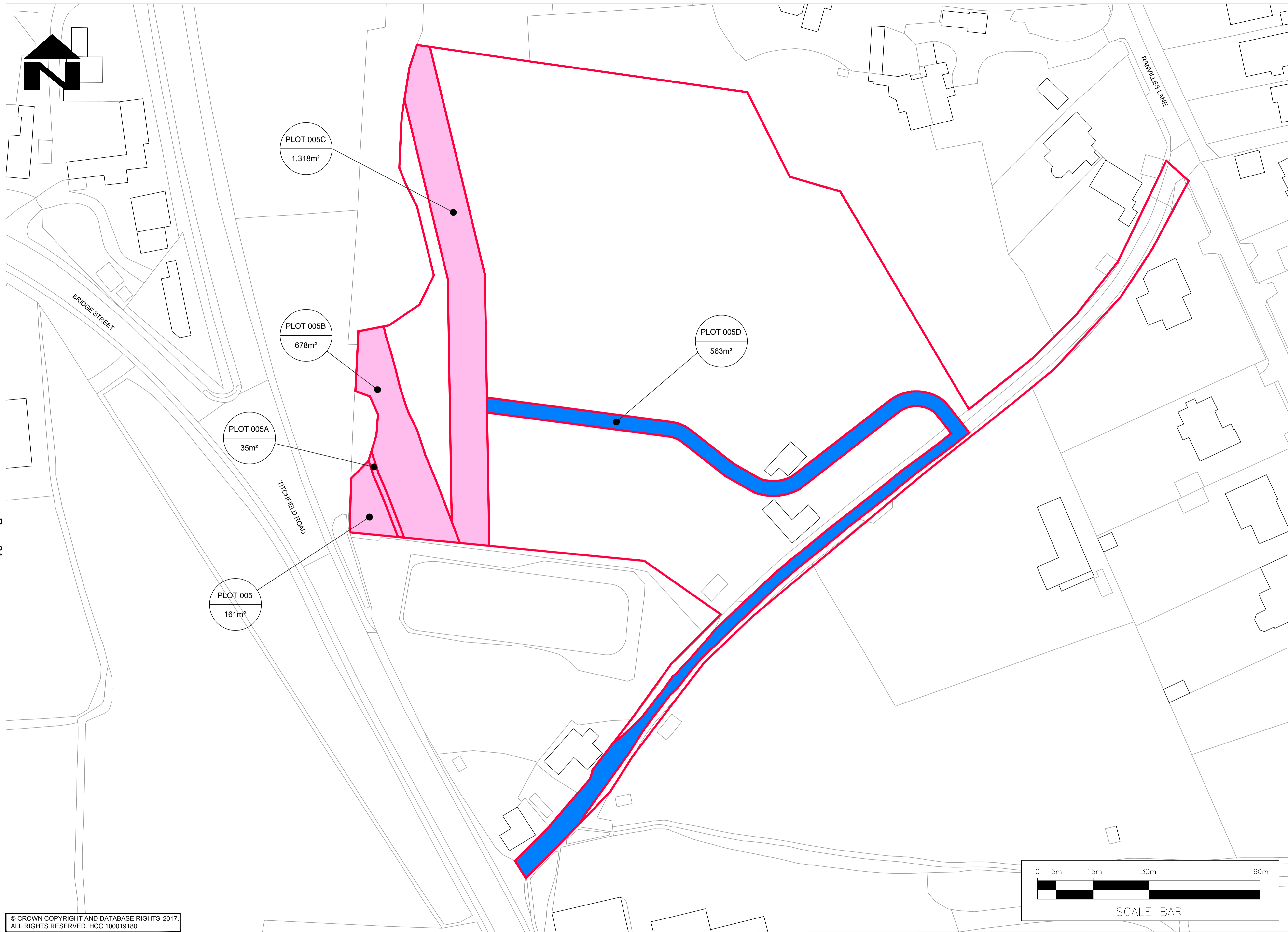
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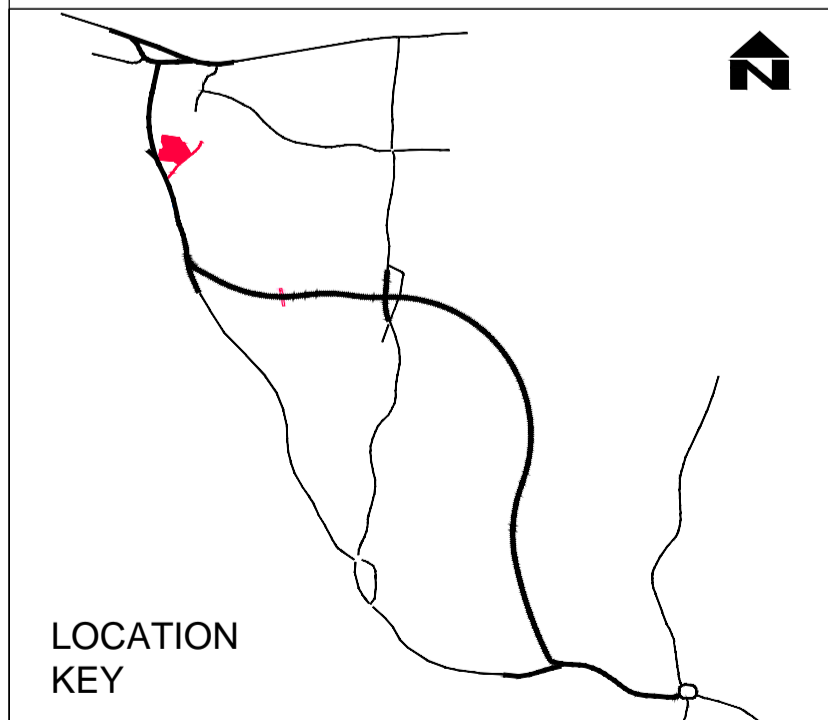
Page 31



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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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STRATEGIC TRANSPORT

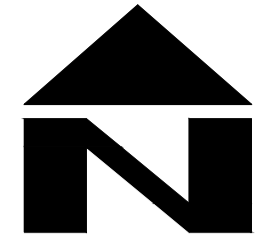
CONSULTANT

Hampshire
County Council **Engineering**
CONSULTANCY

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

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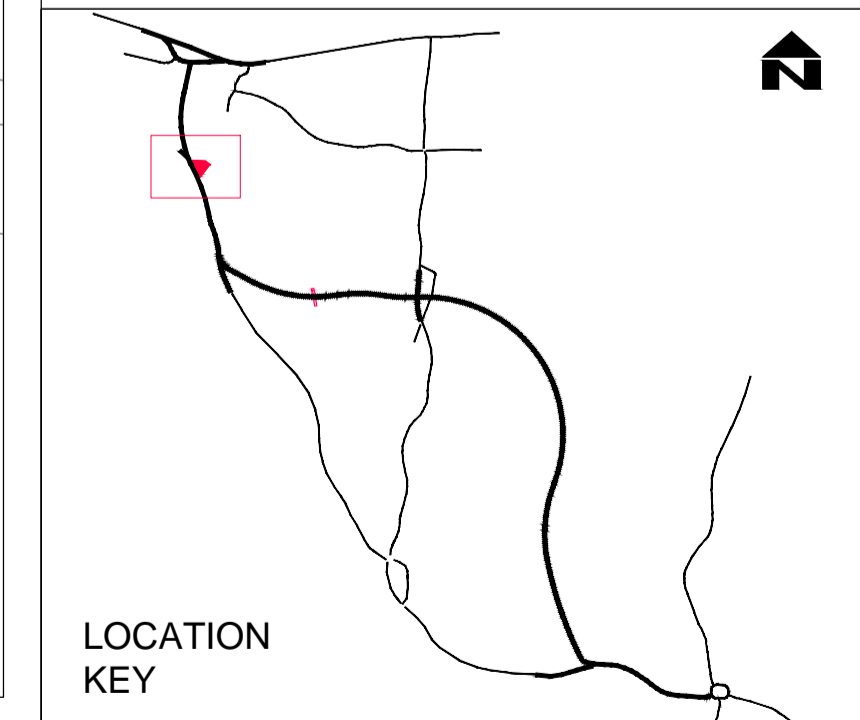


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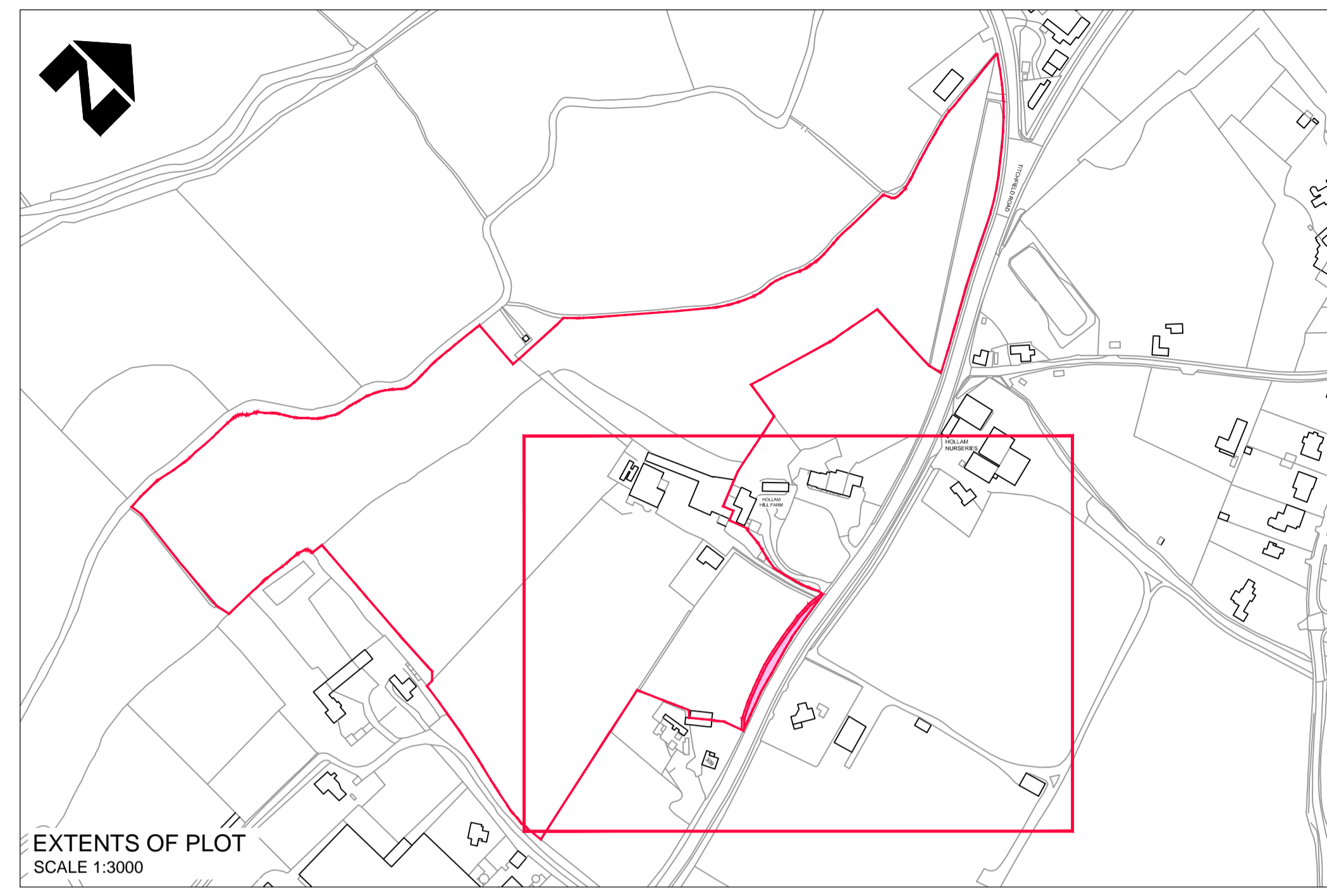
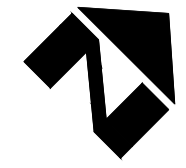
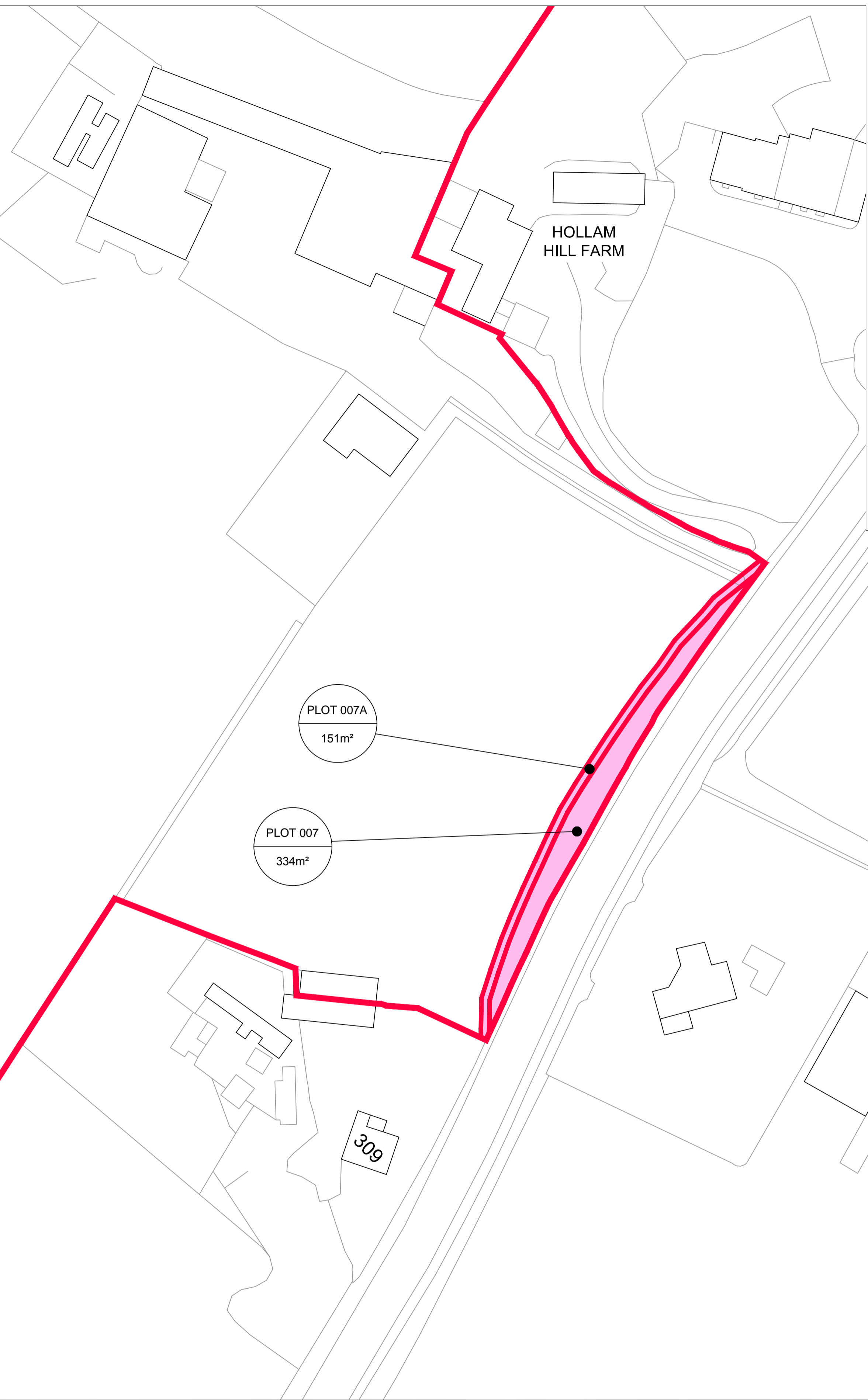
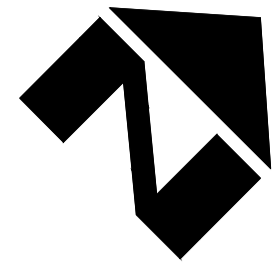
CLIENT
HAMPSHIRE COUNTY COUNCIL
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Hampshire County Council Engineering CONSULTANCY
 STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER: RW
 CAD: DF
 CHECKED: WW
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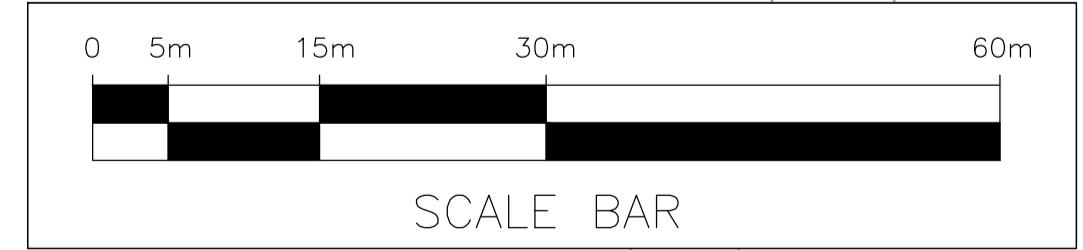


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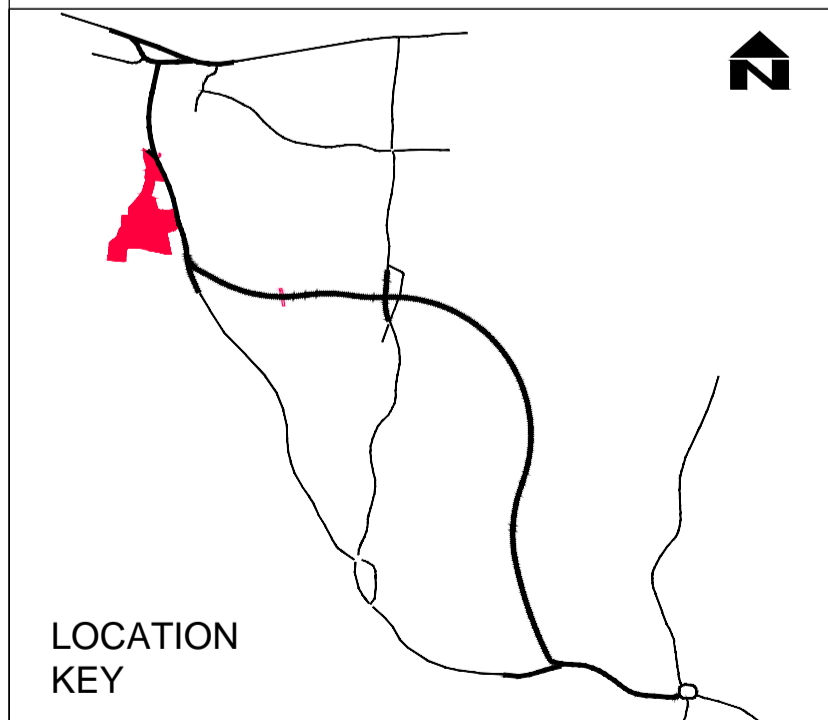
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LOCATION KEY

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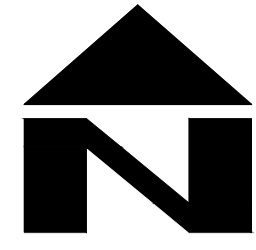
CLIENT
HAMPSHIRE COUNTY COUNCIL
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DESIGNER: RW
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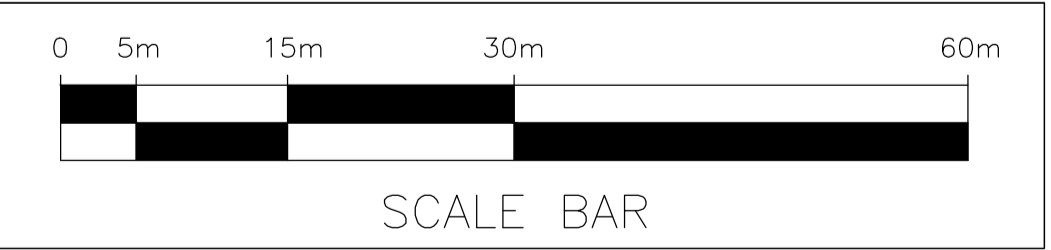
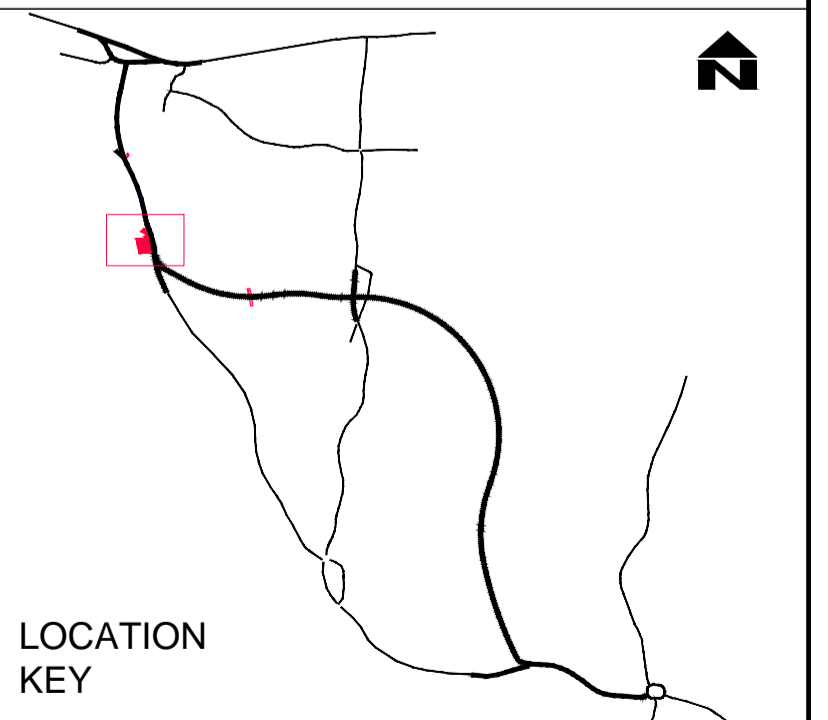
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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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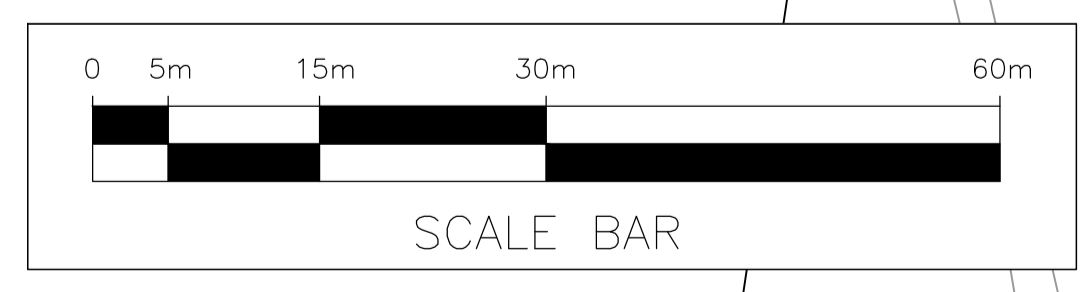
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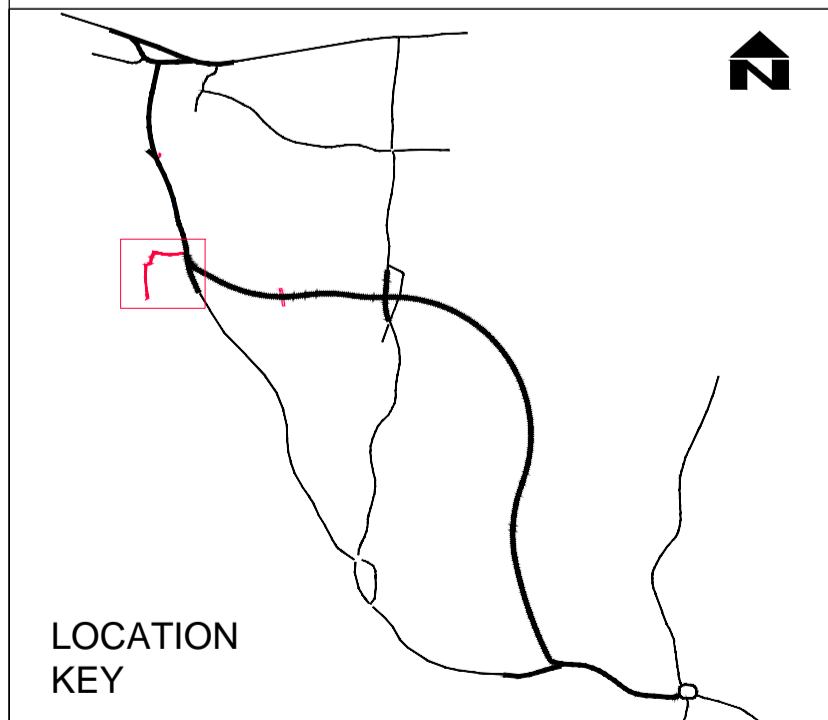


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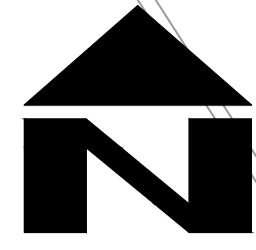
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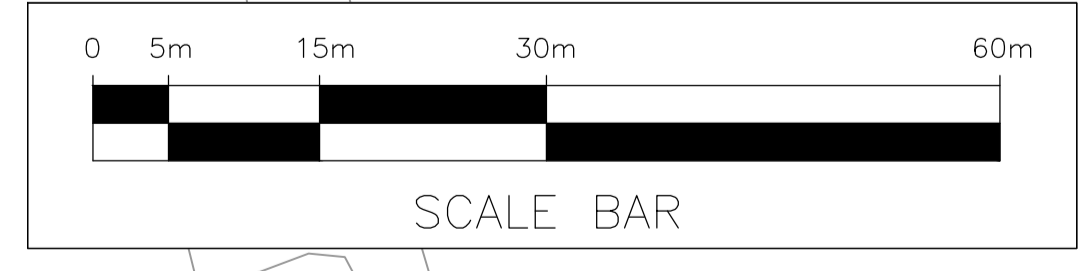
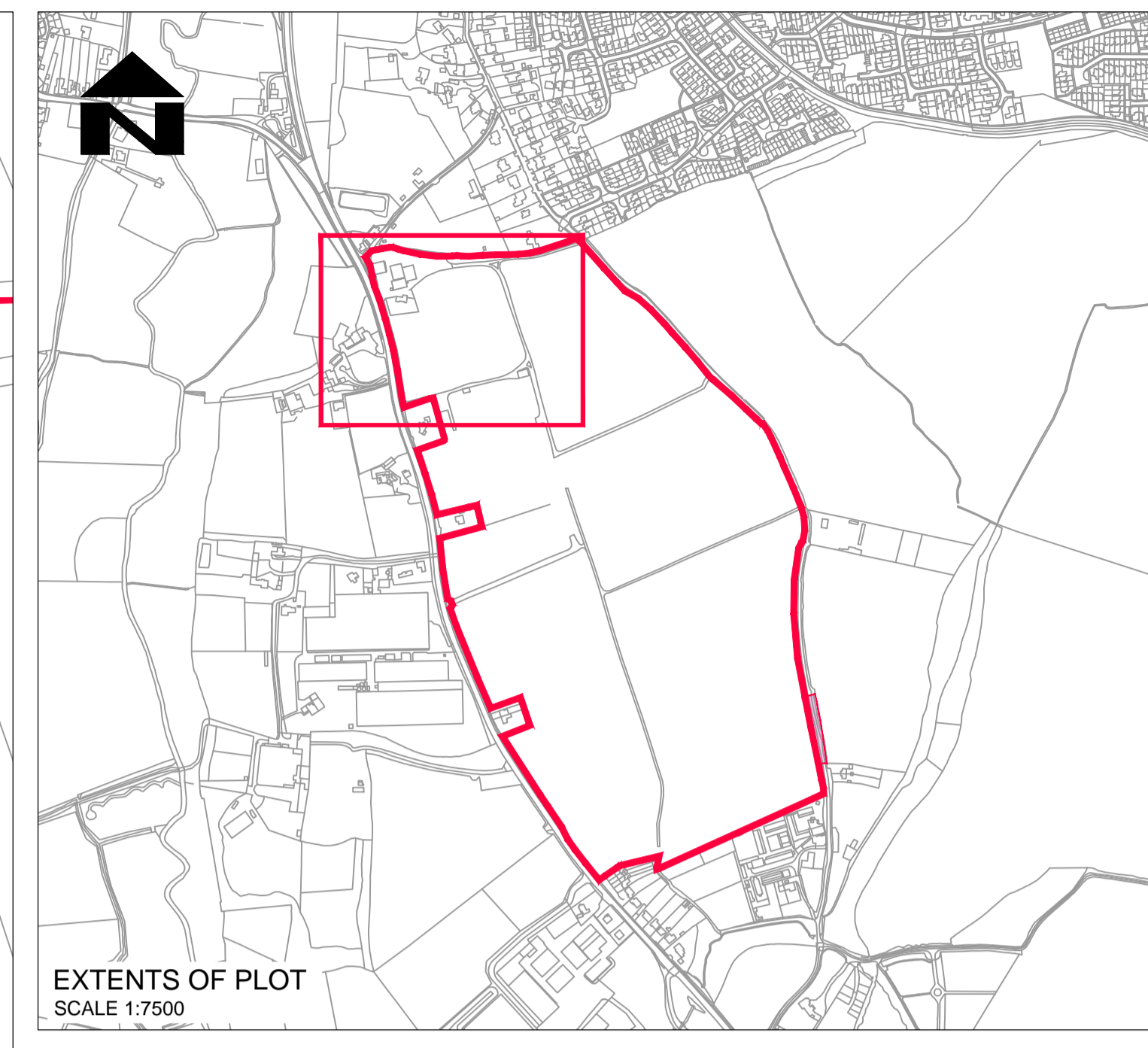
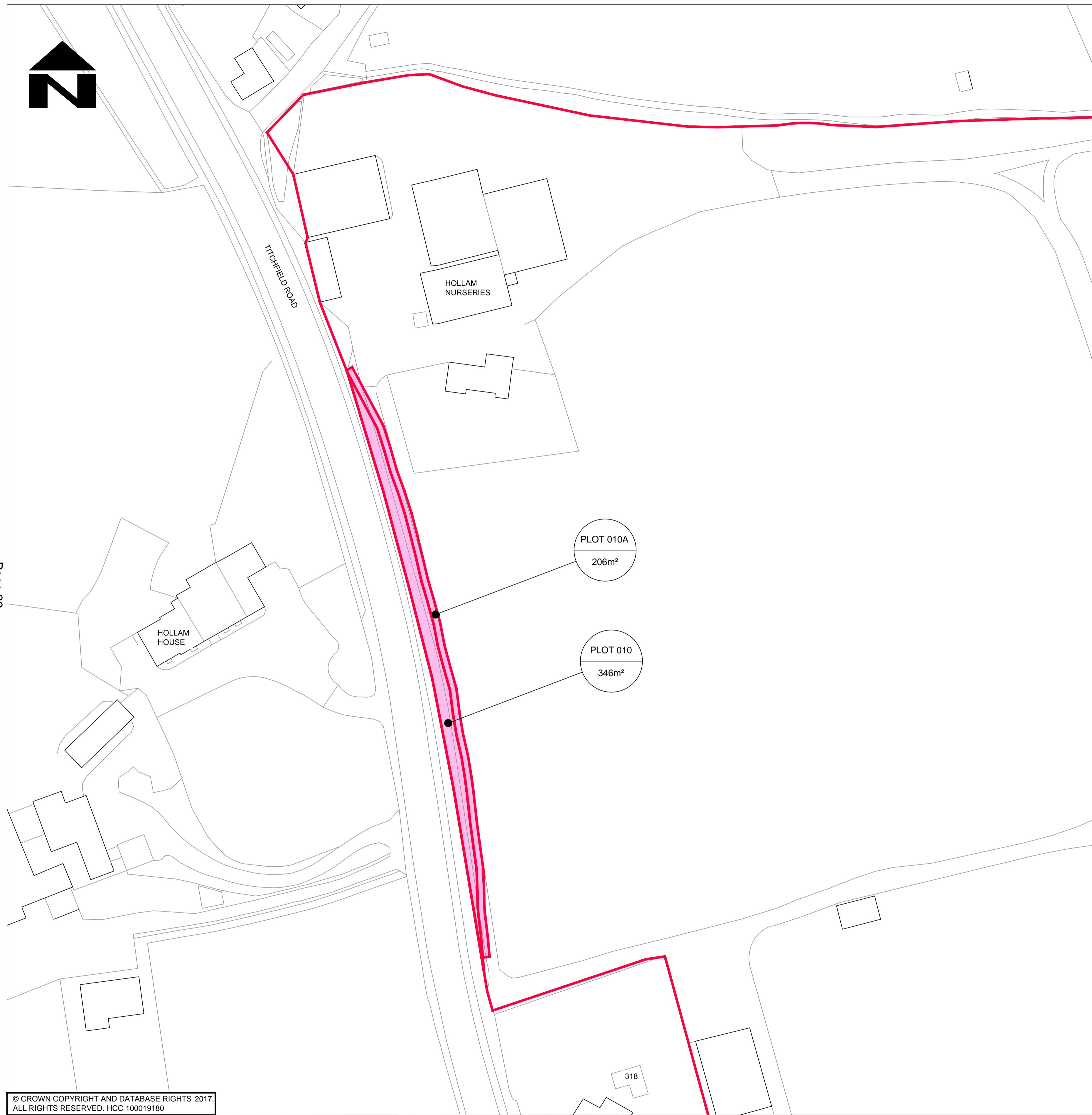
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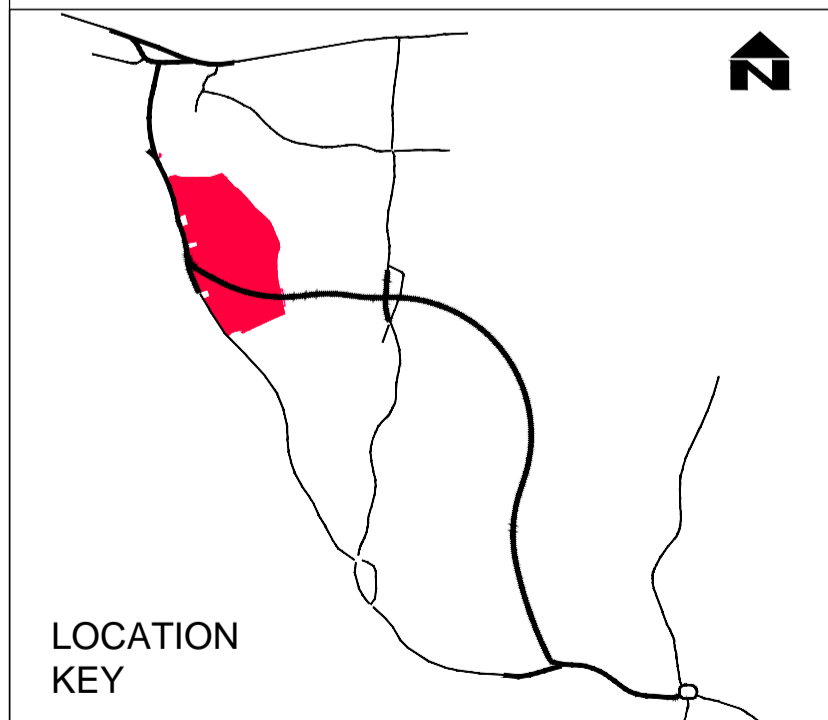


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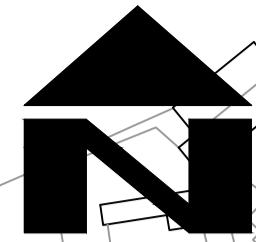
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WESTLEA

FIDES CUTTINGS

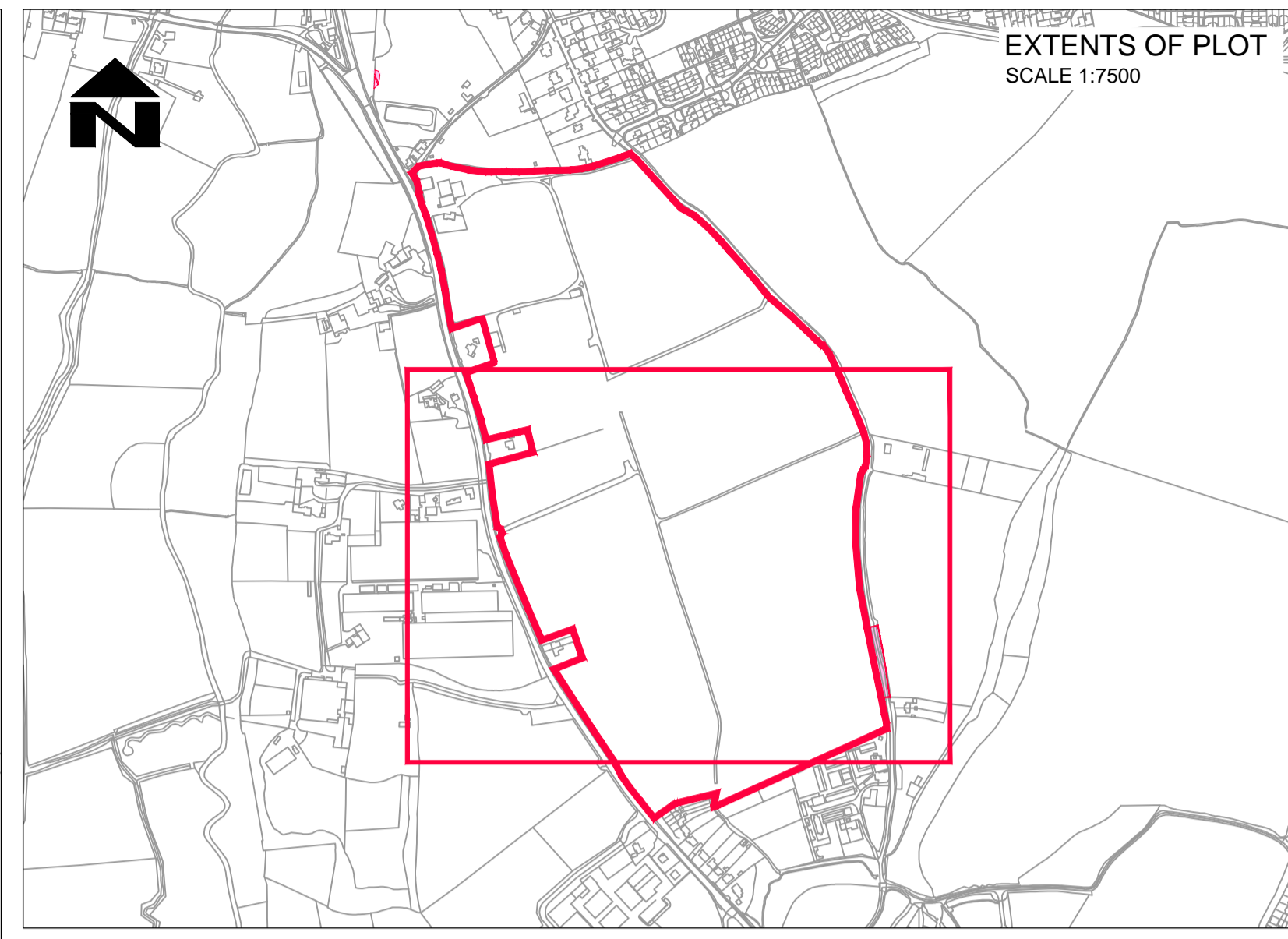
258

256

BB39 TITCHFIELD ROAD

RSPCA THE ARK

RANWILLES LANE



LEGEND

LAND TO BE ACQUIRED

PLOT 010C
422m²

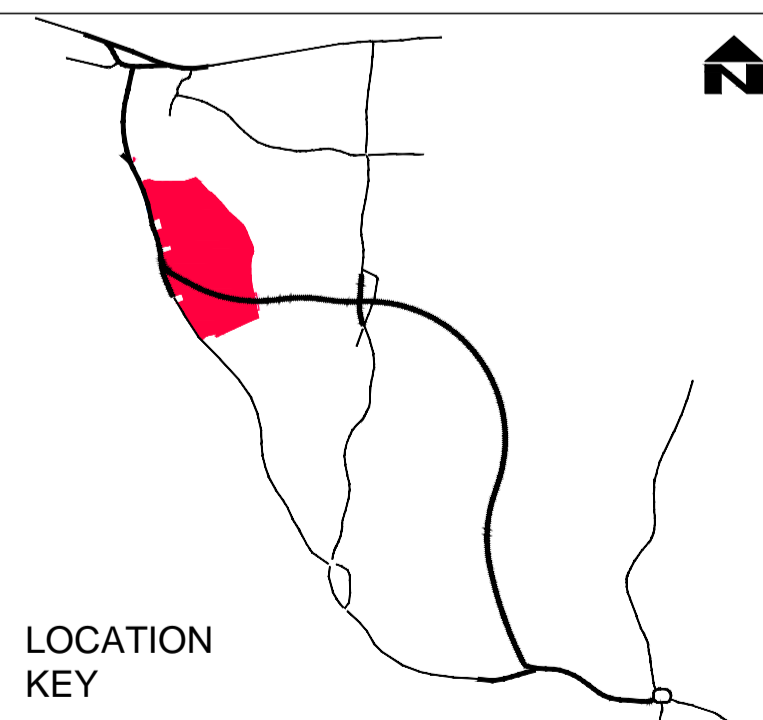
PLOT 010B
27,681m²

PLOT 010E
388m²

PLOT 010D
219m²

PLOT 010F
217m²

PLOT LOCATION SHOWN IN RED FOR CLARITY



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Page 40

REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

Hampshire County Council Engineering CONSULTANCY

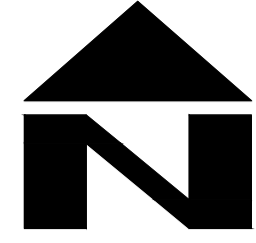
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

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APPROVED CM <i>cm</i>					

DRAWING TITLE

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PLOT 010

HCC CAD PLOT: 1362017 8:45:42



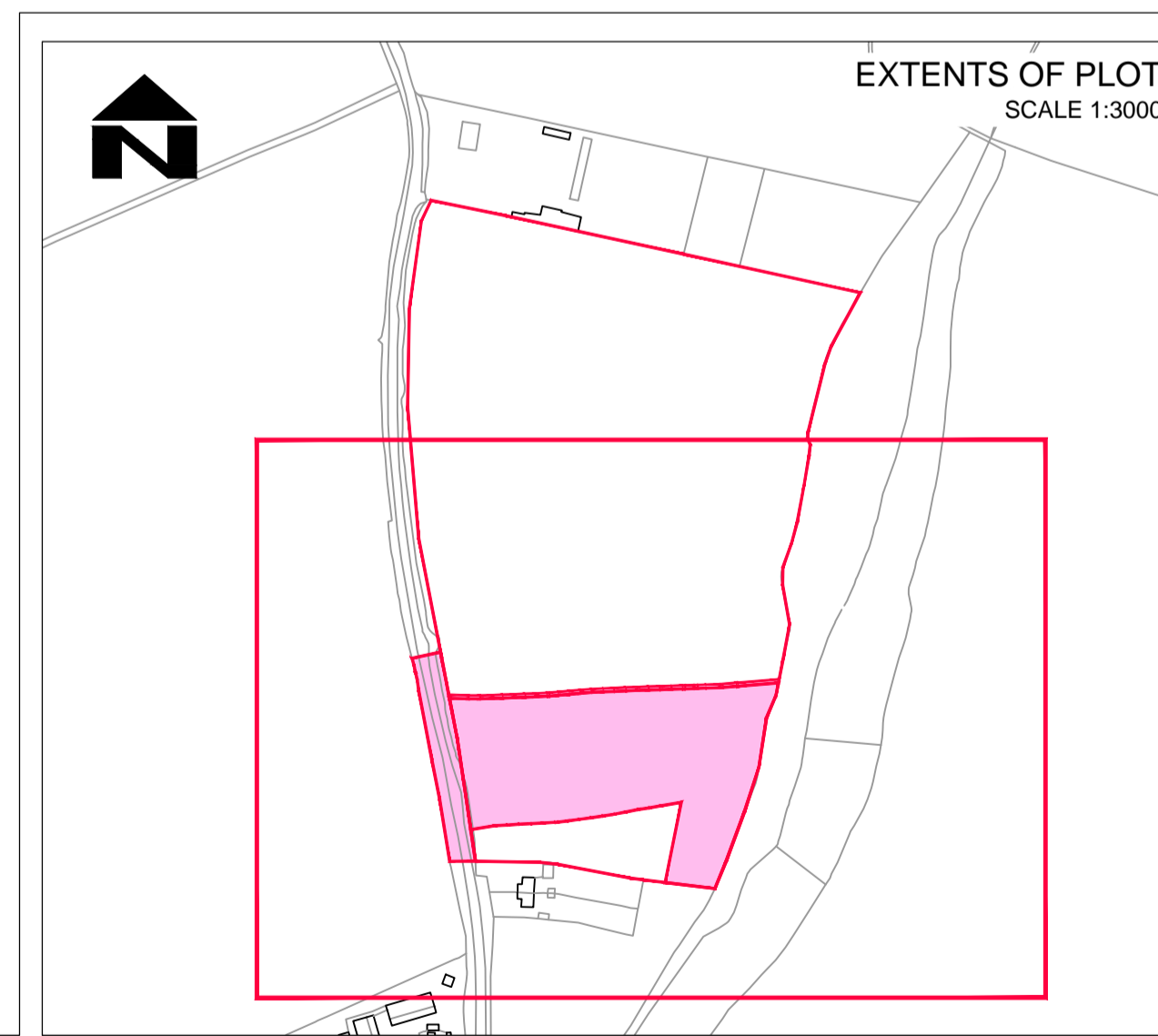
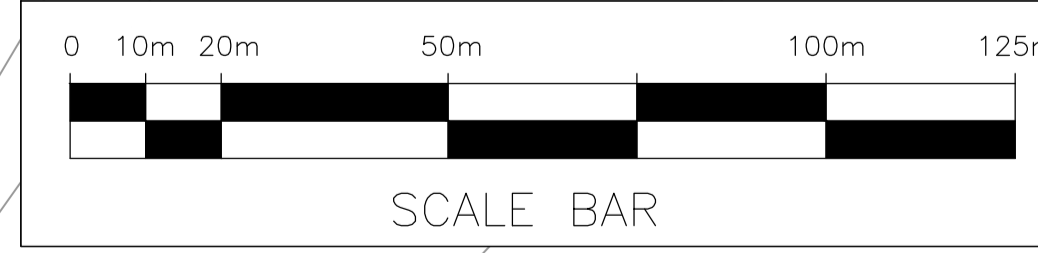
RANVILLES LANE

CROFTON DITCH

PLOT 011A
216m²

PLOT 011
7,943m²

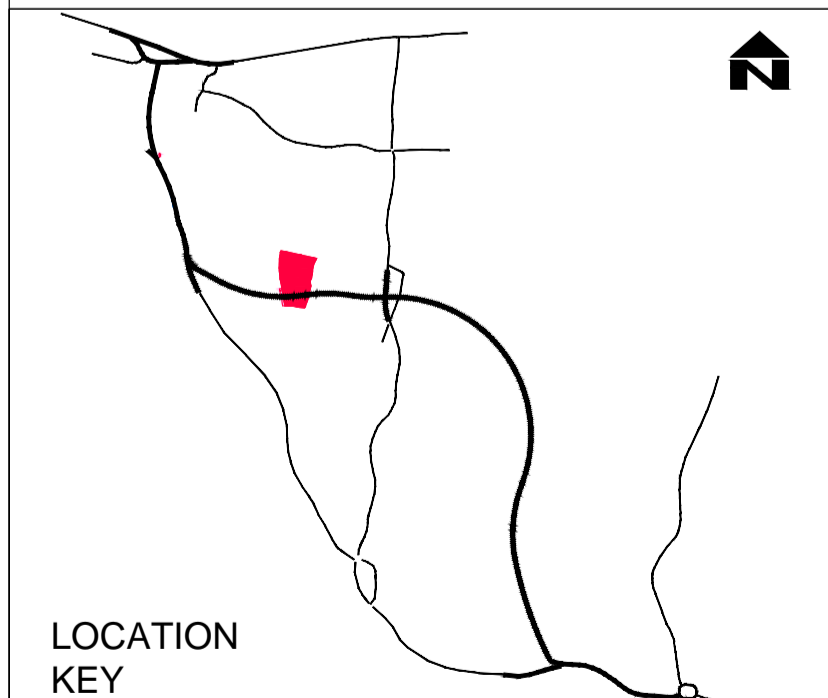
RSPCA THE ARK



LEGEND

LAND TO BE ACQUIRED

PLOT LOCATION SHOWN IN RED FOR CLARITY



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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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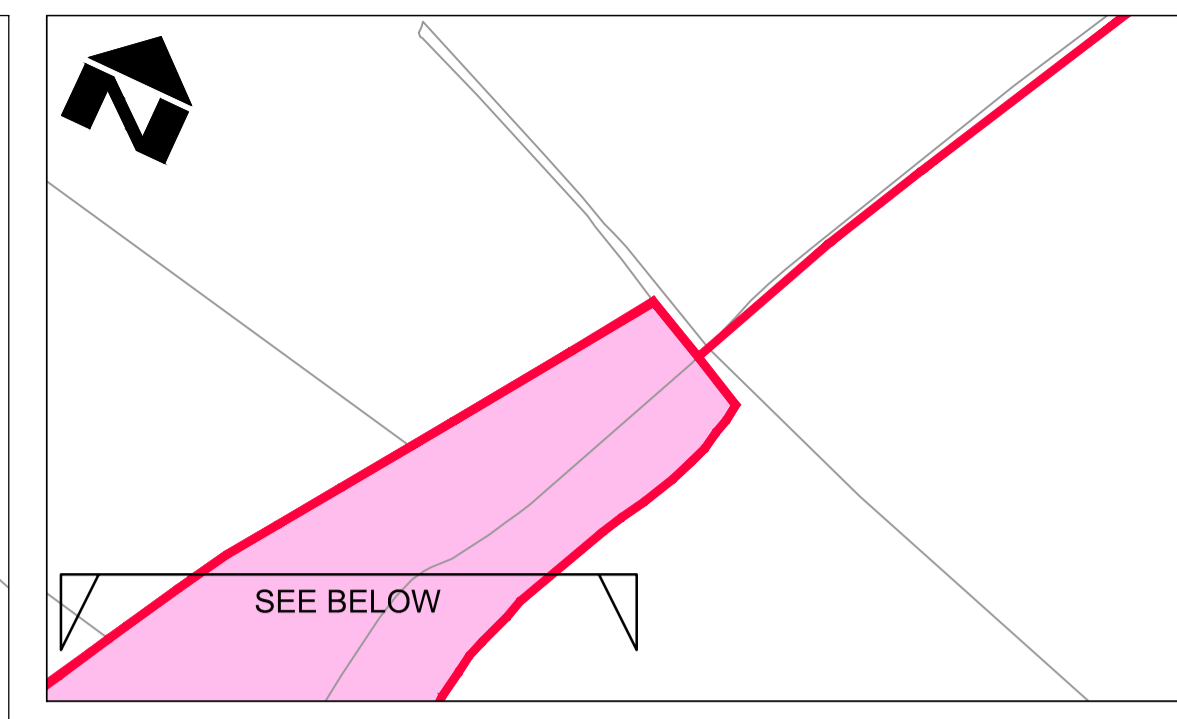
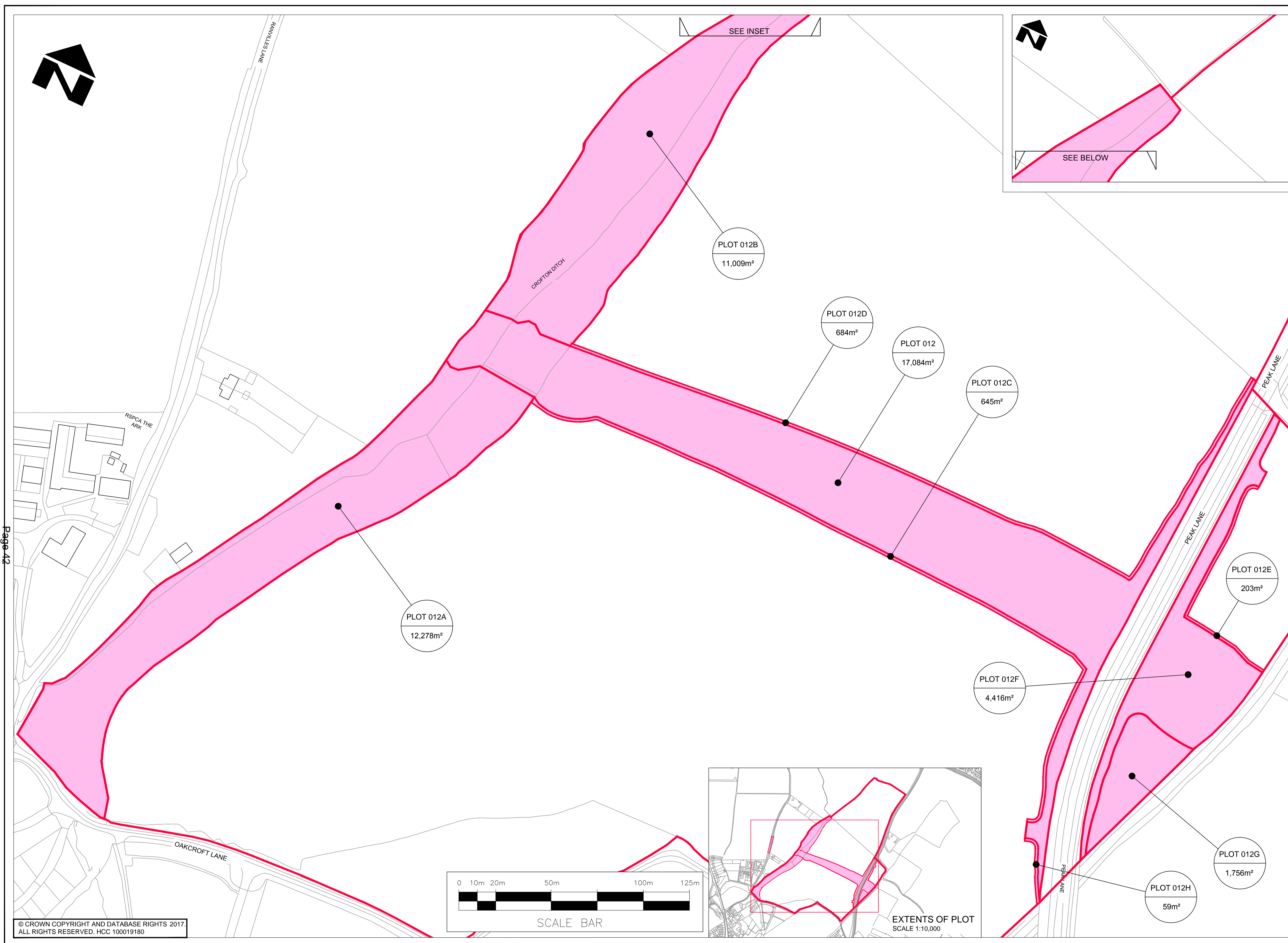
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

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APPROVED CM <i>cm</i>				

DRAWING TITLE

CPO PLAN
PLOT 011

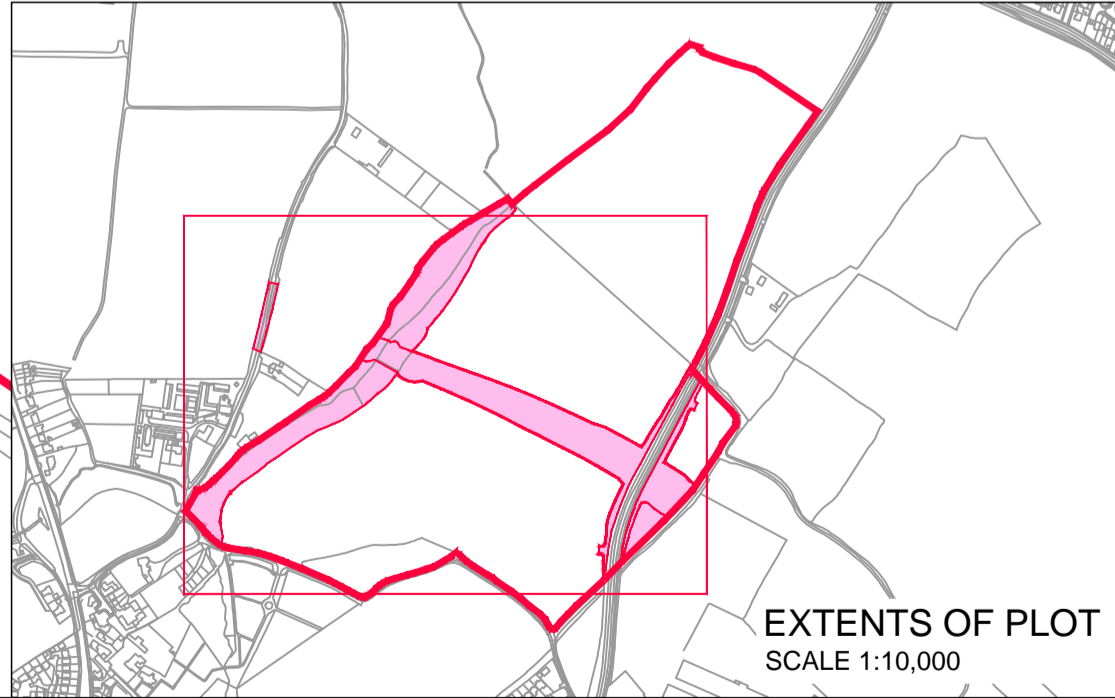
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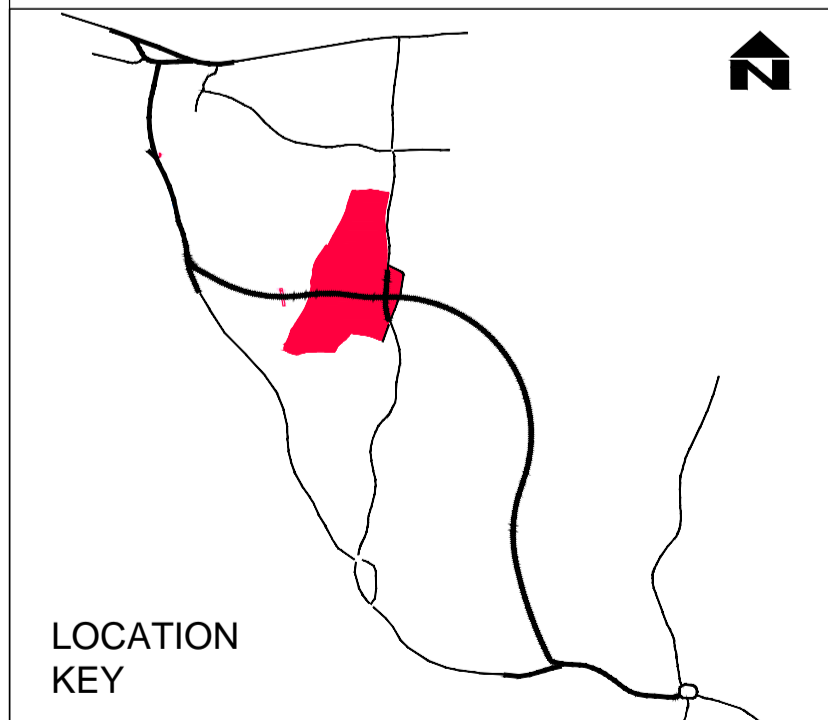
LEGEND
 LAND TO BE ACQUIRED

Page 42

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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

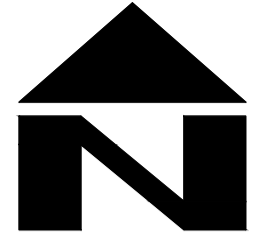
CLIENT
HAMPSHIRE COUNTY COUNCIL
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CONSULTANT

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

DESIGNER: RW
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 APPROVED: CM
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 SHEET NUMBER: 14 OF 23

DRAWING TITLE: CPO PLAN PLOT 012
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 DRAWING NUMBER: EC/CJ008773/03/114
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LEGEND

LAND TO BE ACQUIRED

PLOT 013
616m²

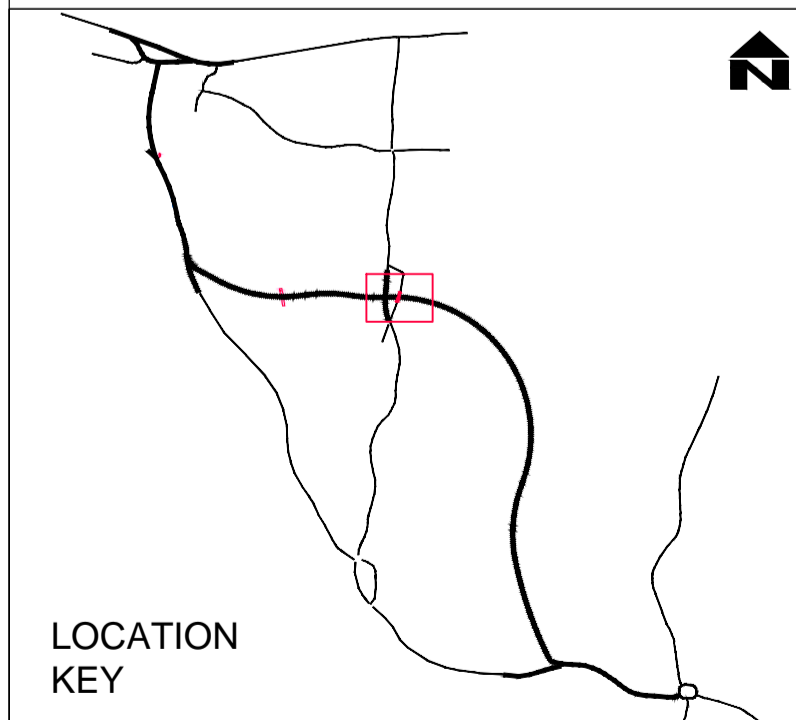
PEAK LANE

PEAK LANE

0 5m 15m 30m 60m

SCALE BAR

PLOT LOCATION SHOWN IN RED FOR CLARITY



LOCATION KEY

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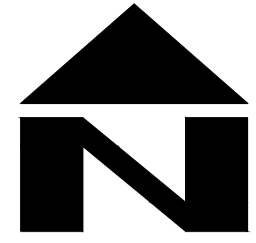
CONSULTANT

Hampshire
County Council **Engineering**
CONSULTANCY
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER: RW
CAD: DF
CHECKED: WW
APPROVED: CM
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JOB No. RJ 504603.01
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SHEET NUMBER: 15 OF 23

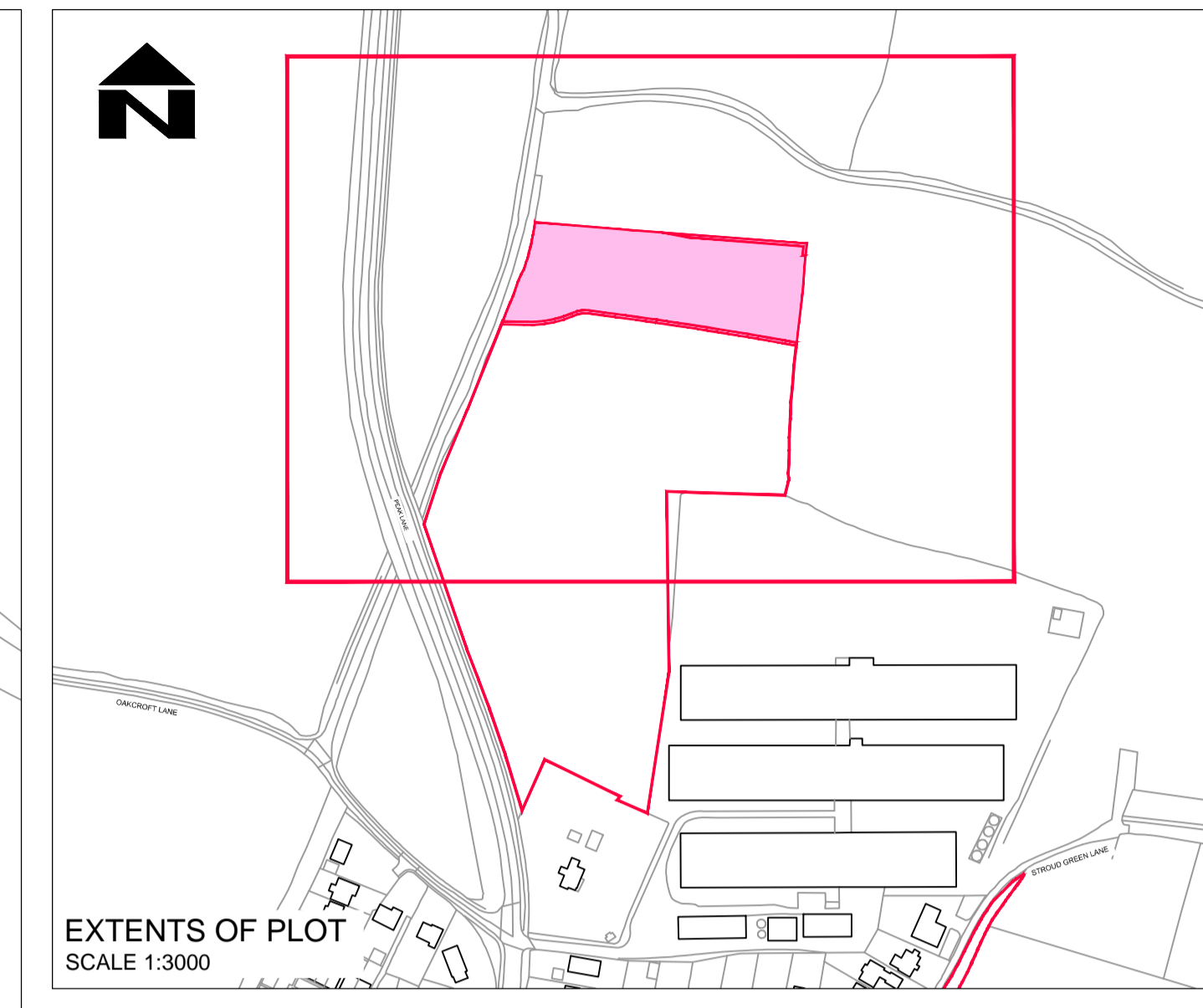
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REV	AMENDMENTS	DATE	CAD	CHKD	APPD



LEGEND

 LAND TO BE ACQUIRED

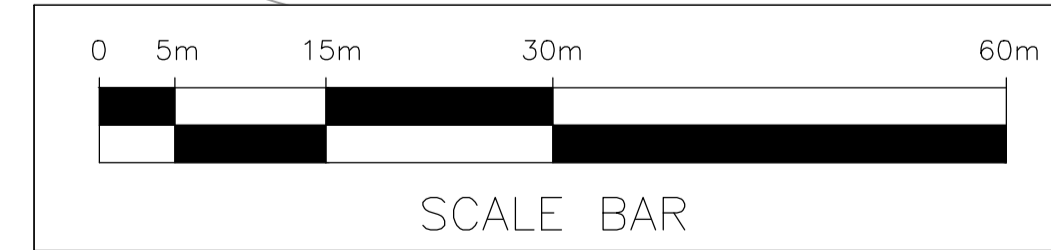


PEAK LANE

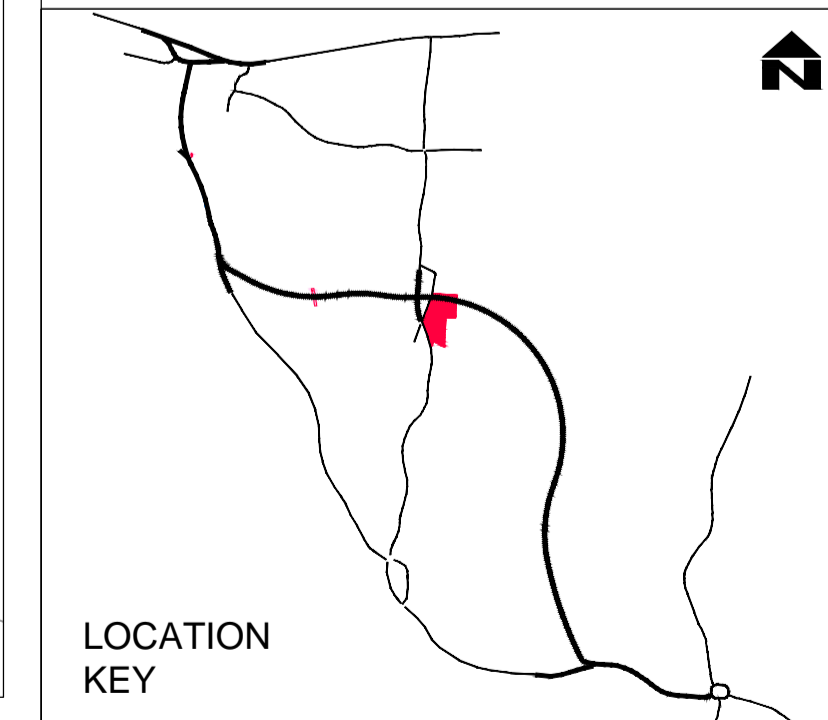
PLOT 014A
97m²

PLOT 014
5,683m²

PLOT 014B
212m²



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Page 41

REV	AMENDMENTS	DATE	CAD	CHKD	APPD

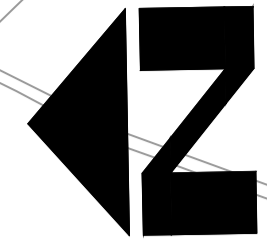
CLIENT
HAMPSHIRE COUNTY COUNCIL
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DESIGNER: RW
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 APPROVED: CM
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 SHEET NUMBER: 16 OF 23

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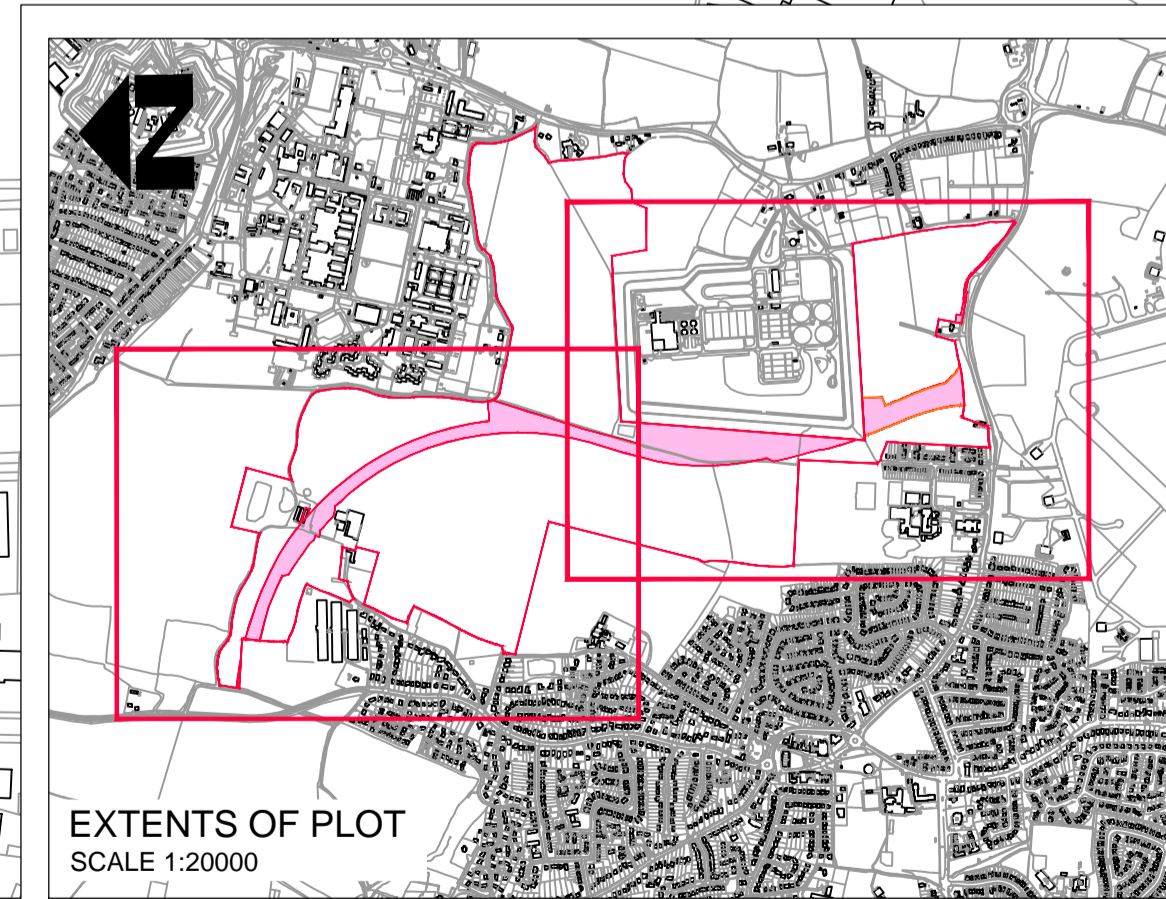
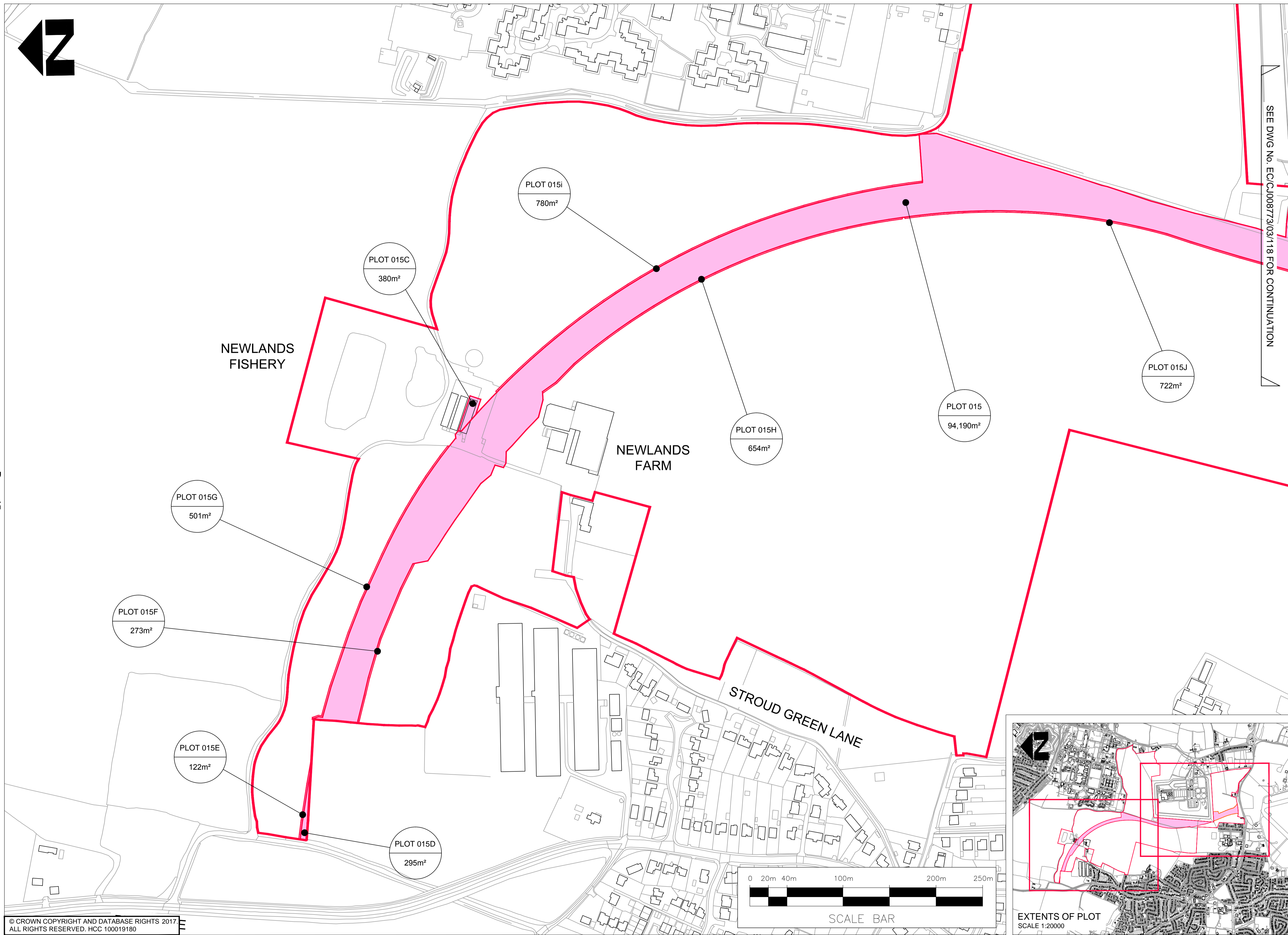


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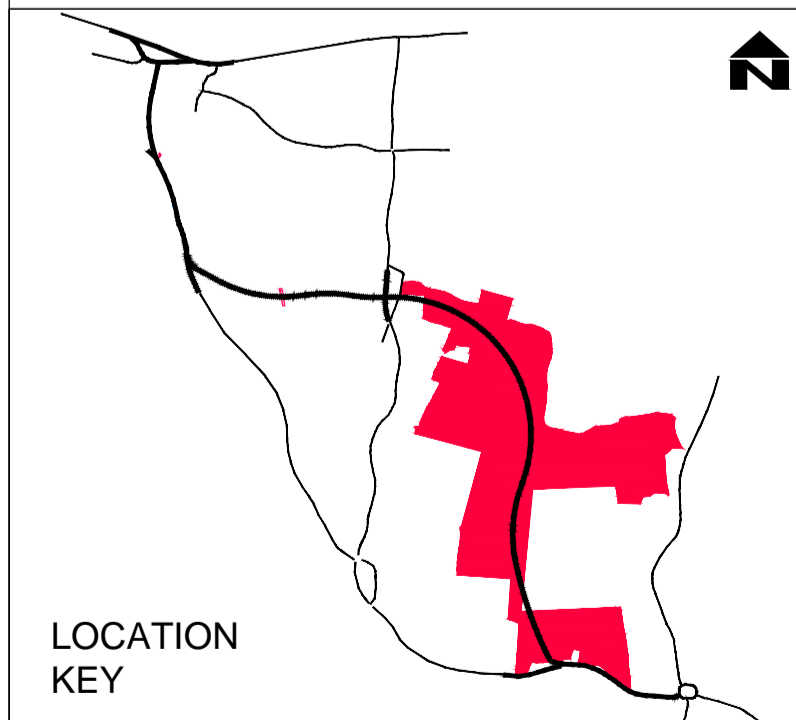
LAND TO BE ACQUIRED

SEE DWG No. EC/CJ008773/03/118 FOR CONTINUATION

Page 45



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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

Hampshire County Council Engineering CONSULTANCY

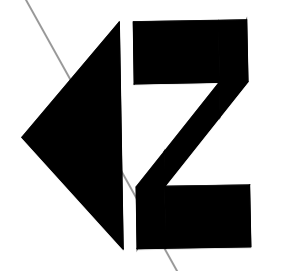
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

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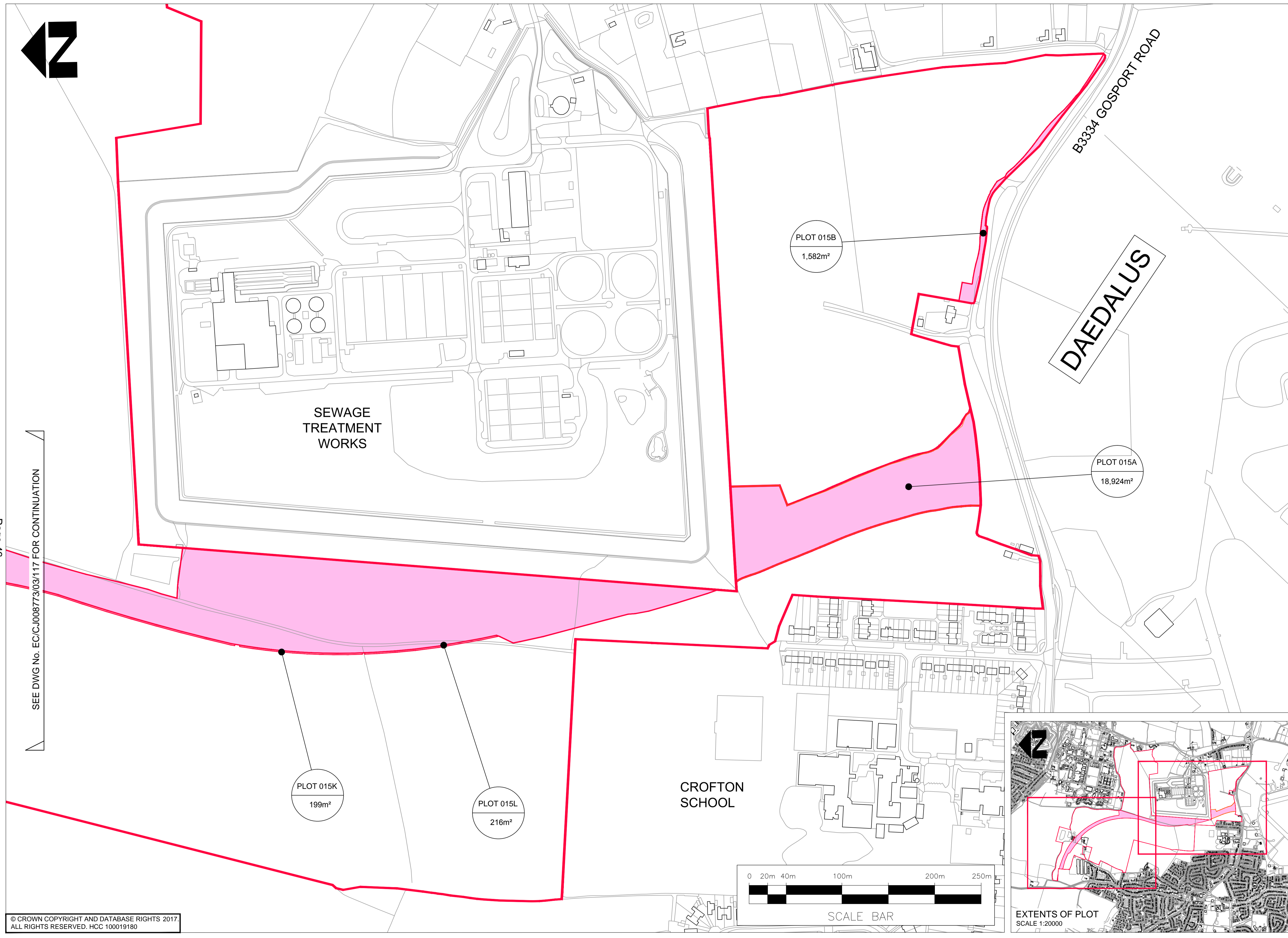
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PLOT 015

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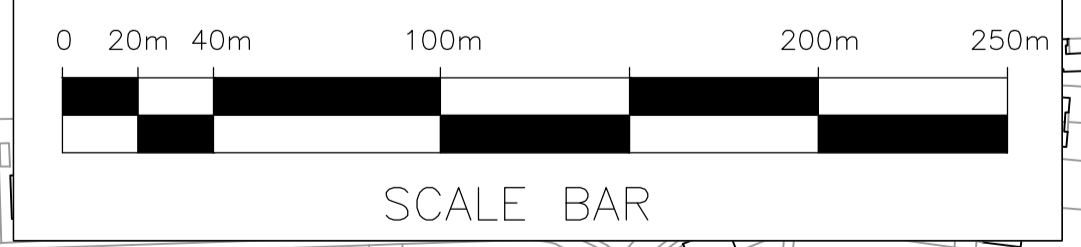
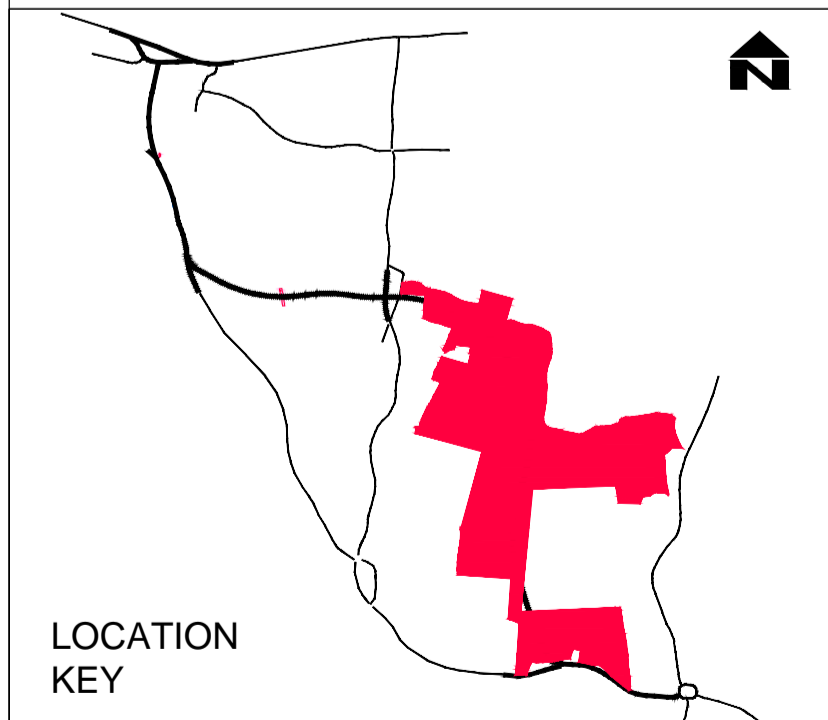
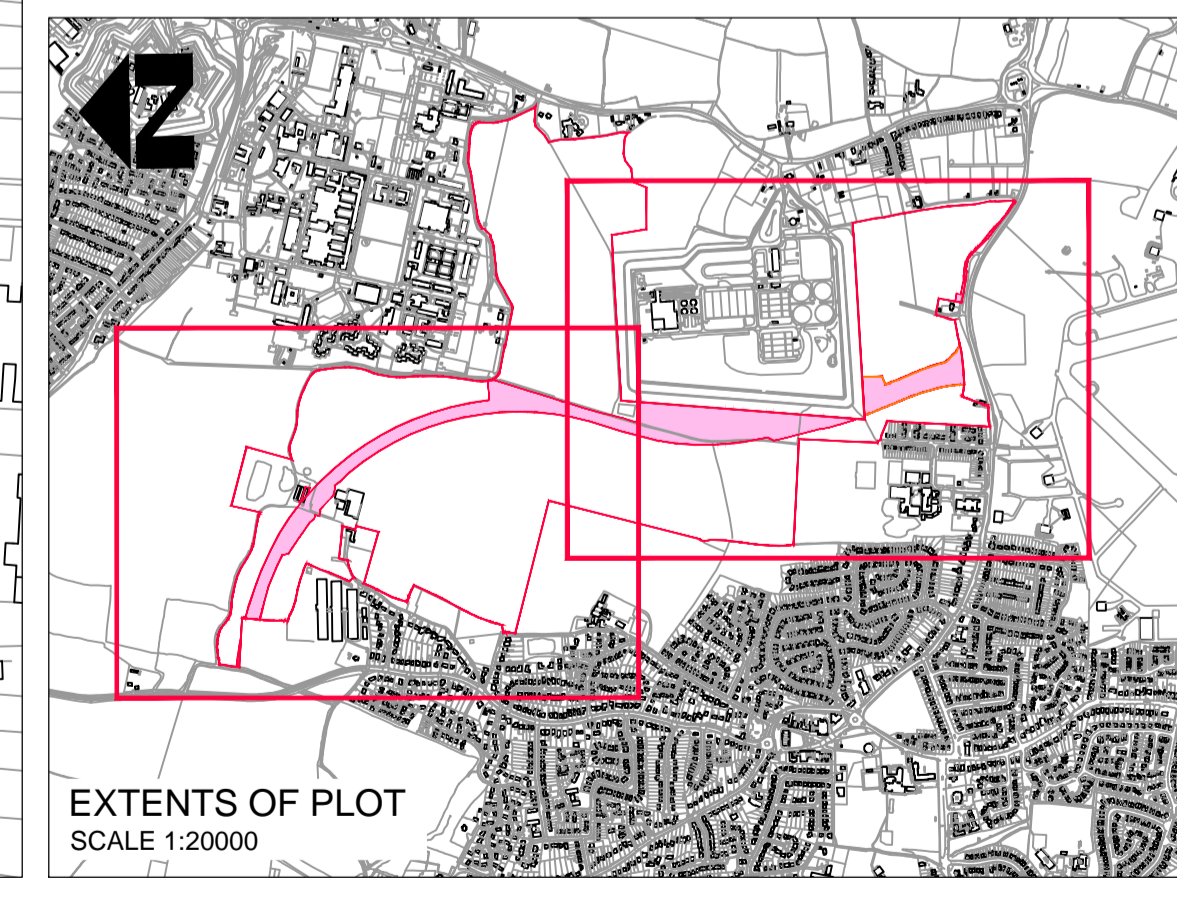


Page 9
SEE DWG No. EC/CJ008773/03/117 FOR CONTINUATION



LEGEND
LAND TO BE ACQUIRED

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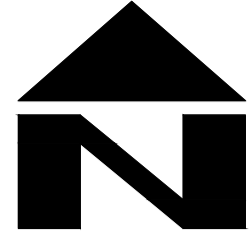
REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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

CONSULTANT
Hampshire County Council Engineering CONSULTANCY
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

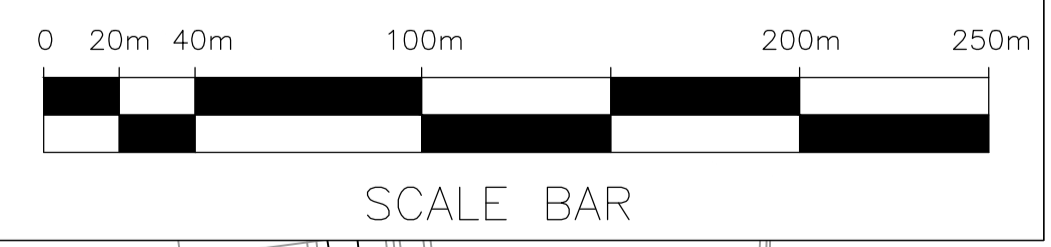
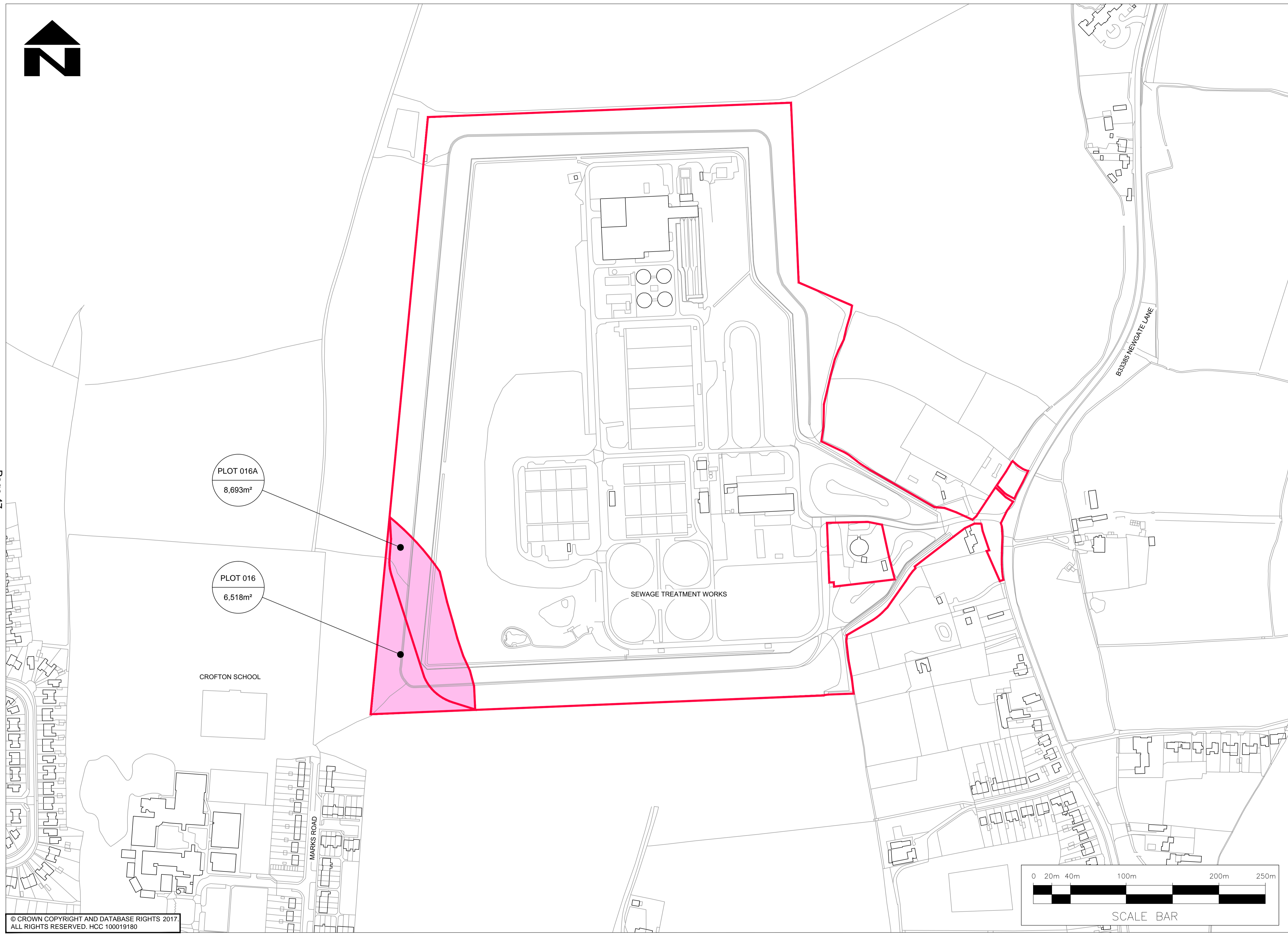
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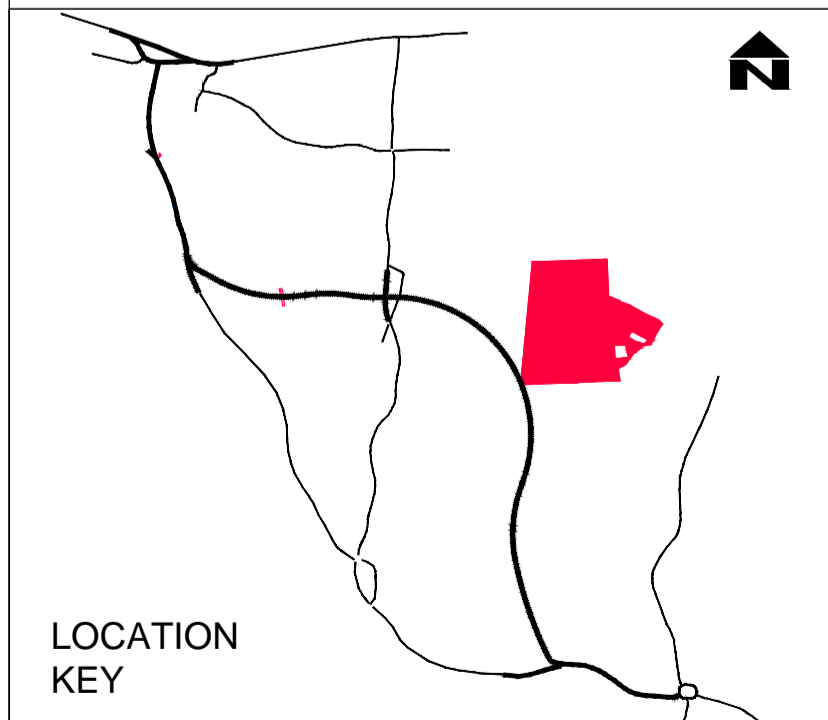


LEGEND

 LAND TO BE ACQUIRED



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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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HAMPSHIRE COUNTY COUNCIL
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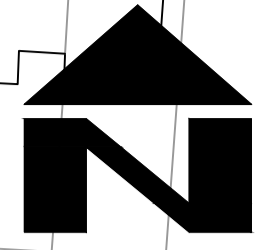

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APPROVED CM <i>cm</i>				

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LEGEND

LAND TO BE ACQUIRED

Page 48



ROME FARM COTTAGE

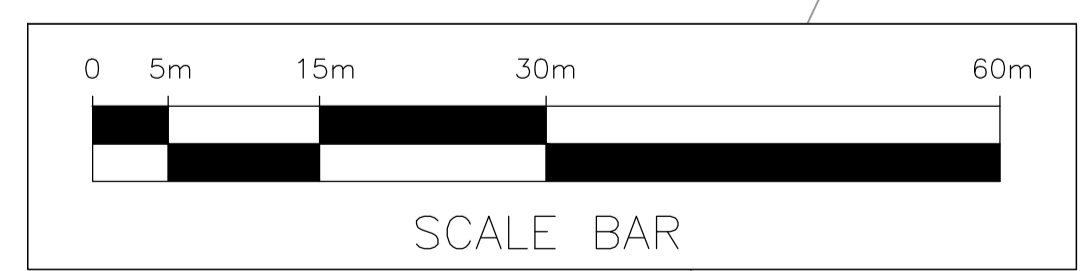
PLOT 017B
94m²

PLOT 017
3114m²

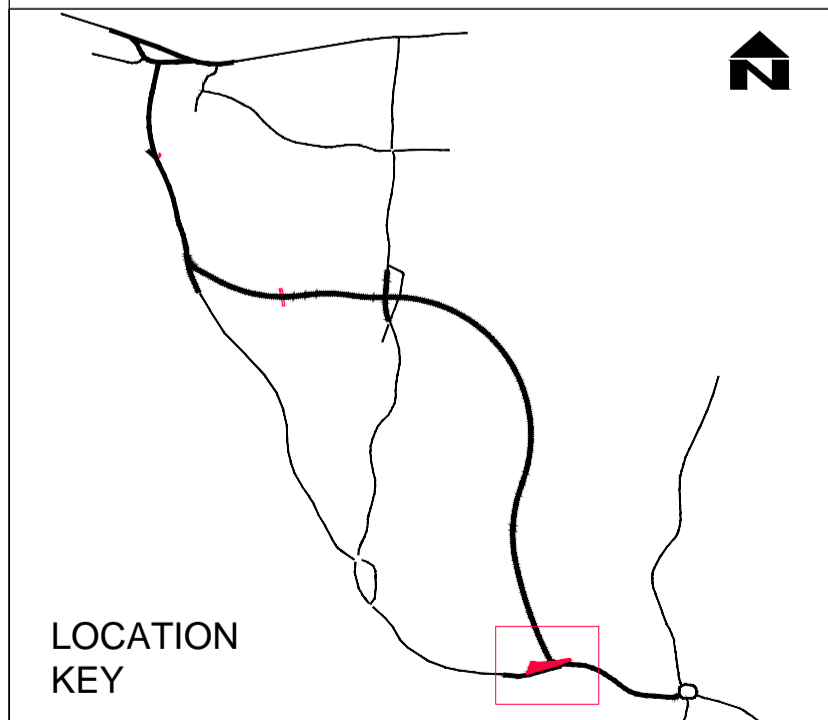
PLOT 017A
111m²

B3334 GOSPORT ROAD

DAEDALUS



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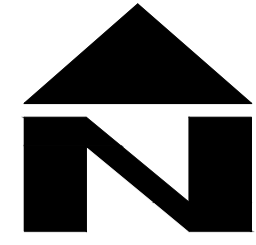
CLIENT
HAMPSHIRE COUNTY COUNCIL
 ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
 STRATEGIC TRANSPORT

CONSULTANT

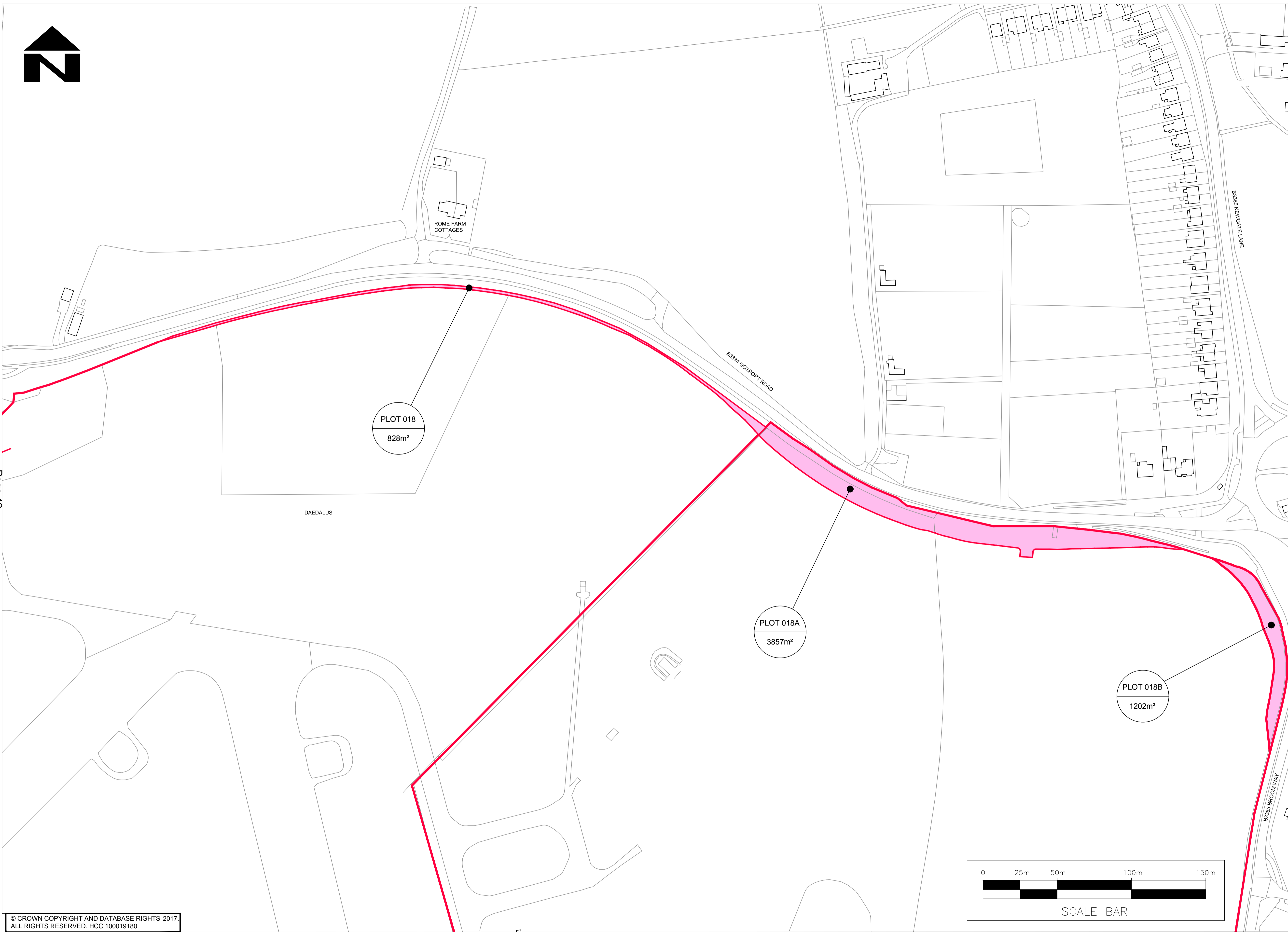
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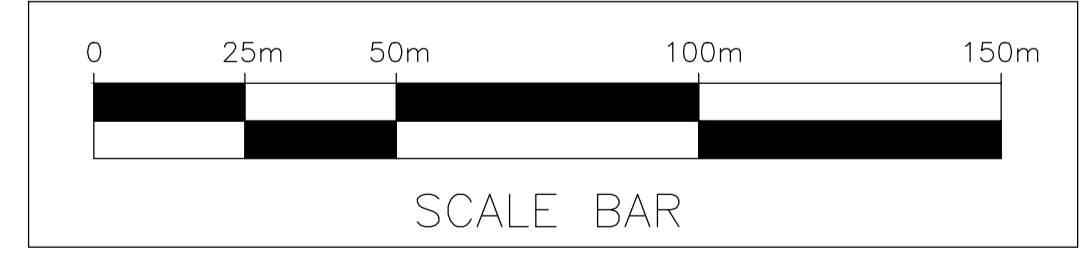
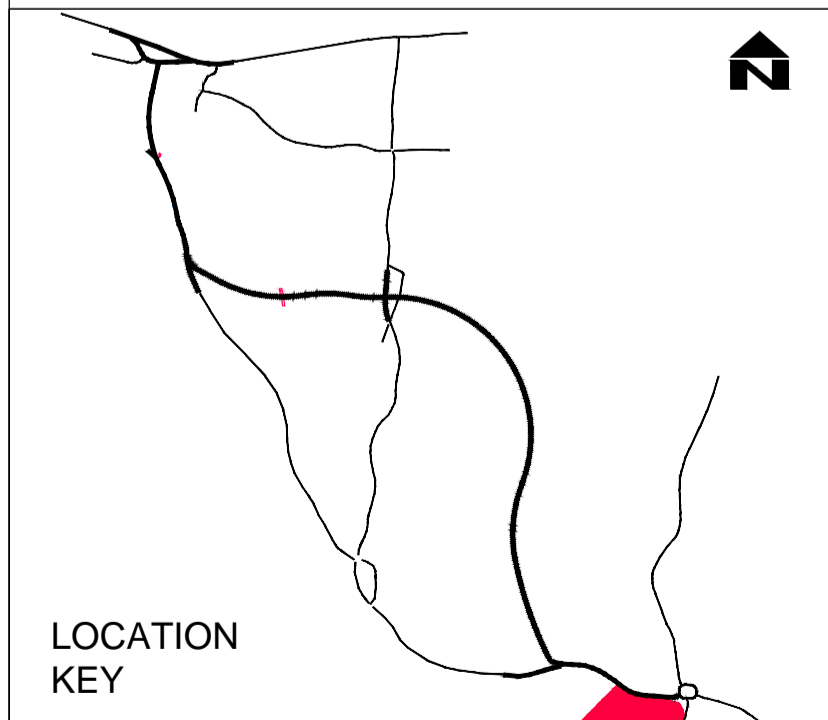


Page 49



LEGEND
LAND TO BE ACQUIRED

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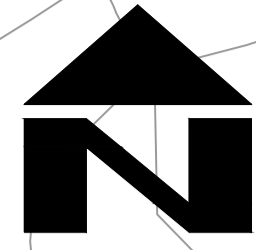
REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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

CONSULTANT
Hampshire County Council Engineering CONSULTANCY
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER: RW
CAD: DF
CHECKED: WW
APPROVED: CM
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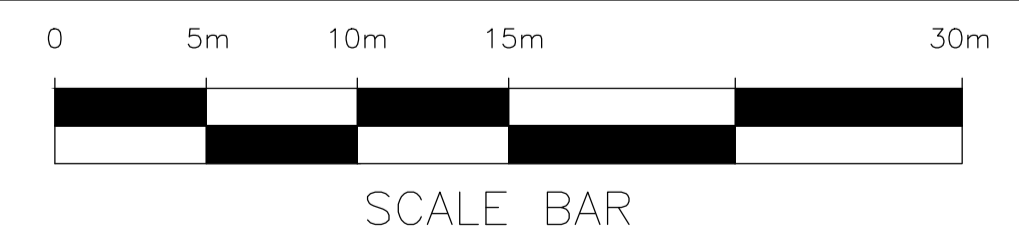
BRIDGE STREET

TITCHFIELD ROAD

PLOT 019B
34m²

PLOT 019
62m²

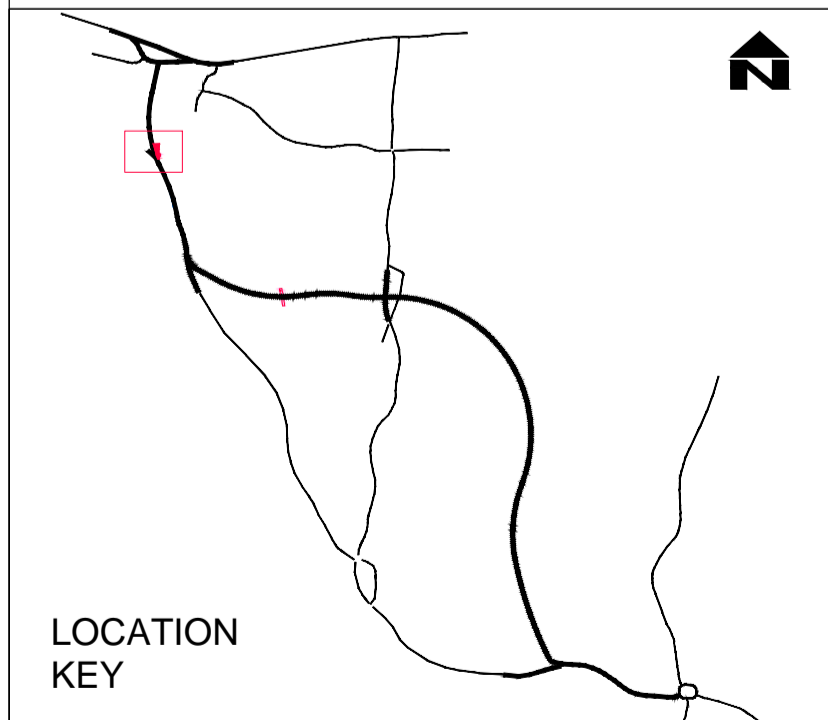
PLOT 019A
17m²



LEGEND

 LAND TO BE ACQUIRED

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LOCATION KEY

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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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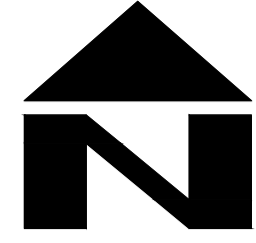
CONSULTANT


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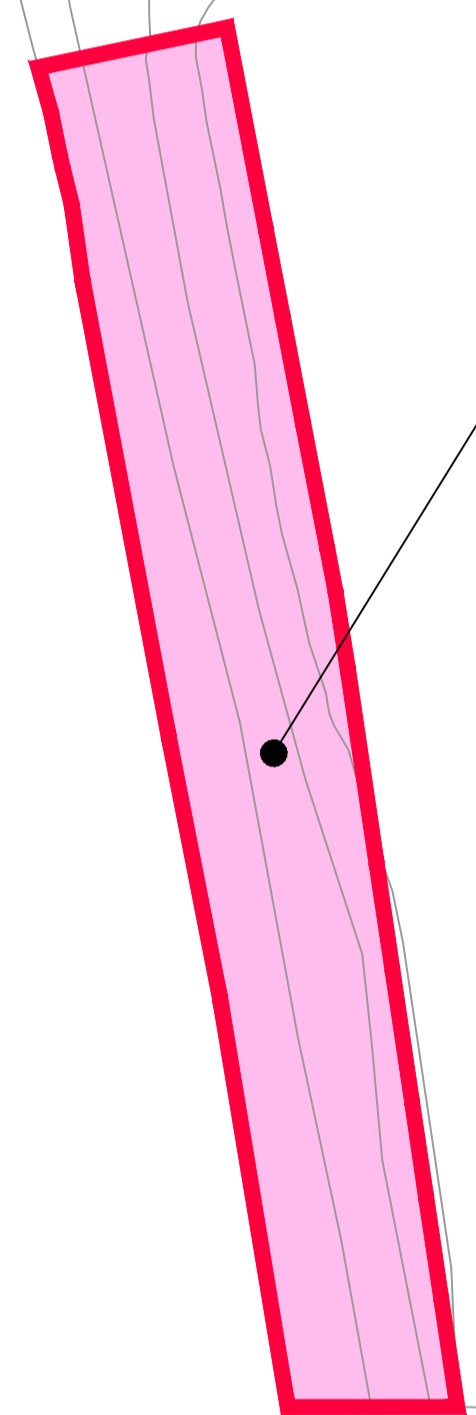
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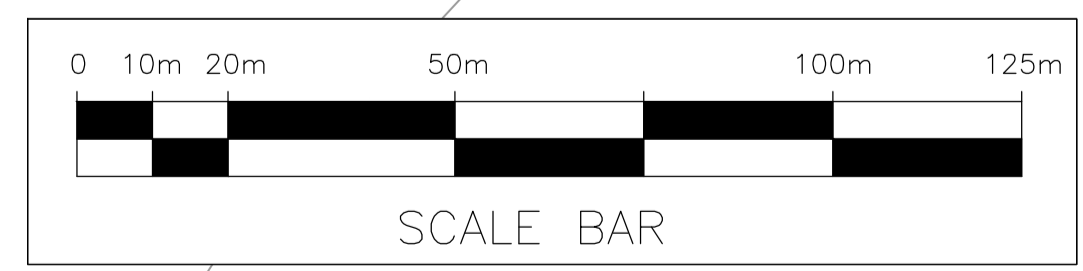
RANVILLES LANE

CROFTON DITCH



PLOT 020
1,100m²

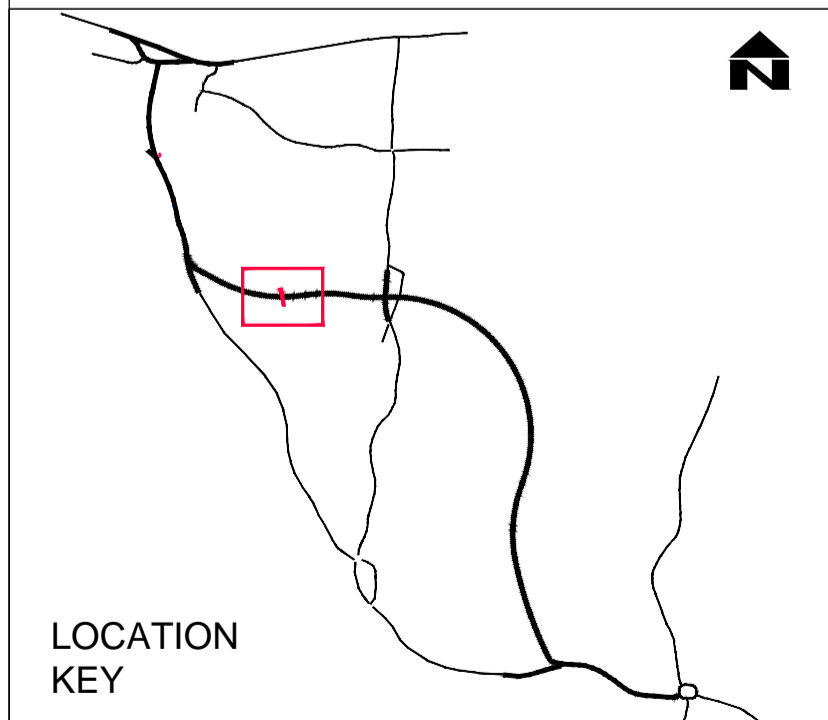
RSPCA THE ARK



LEGEND

 LAND TO BE ACQUIRED

PLOT LOCATION SHOWN IN RED FOR CLARITY



LOCATION KEY

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REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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DESIGNER RW	SCHEME STUBBINGTON BYPASS
CAD DF	
CHECKED WW <i>ww</i>	JOB No. RJ 504603.01
APPROVED CM <i>cm</i>	SCALE @ A1 1:500
	DATE 03.05.2017
	SHEET NUMBER 23 OF 23

DRAWING TITLE

CPO PLAN
PLOT 020

HCC CAD PLOT: 13/02/2017 9:01:37

DRAWING NUMBER
EC/CJ008773/03/123

REV

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Retendering of Basingstoke/Alresford Cango Bus Service
Report From:	Director of Economy, Transport and Environment

Contact name: Sue Knight

Tel: 01962 846922

Email: sue.knight@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to detail the outcome of a tender for the replacement of the Cango C41 service, Basingstoke – Alresford service following engagement on the provision of alternative destinations and timetable options.
- 1.2. This paper proposes a plan of action to retain an essential transport link for the community, thereby supporting quality of life and well-being.
- 1.3. The proposed tender will offer an alternative timetable for three days per week with a service pattern which takes into account the results of engagement with service users and community representatives.
- 1.4. Awarding this tender ensures that a transport link will continue to be provided at a cost of £36,940 per annum from the Bus Subsidy Budget which delivers value for money and allows savings for the Home to School Transport budget.
- 1.5. The C41 service was extended until 3 September 2017 to allow engagement with service users, parish councils and Members so that the proposed timetable could best reflect their priorities within a budget that took into account the loss of the Home to School Transport funding element.
- 1.6. Approval of these arrangements today will allow good time to publicise the new service before it starts in September.

2. Contextual information

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

- 2.2. Cango was introduced in 2001 as part of pioneering work by Hampshire County Council following a successful bid for Government funding. The funding provided for a fleet of vehicles, with a number of innovative features, including a computer and communications system which allowed the buses to 'roam' over a wider area, so replacing a number of separate bus routes which had each struggled to carry sufficient passengers to be sustainable. Passengers rang in to book their journey and their bookings determined the route that Cango took with limited opportunity to simply turn up and go like a conventional bus service.
- 2.3. However, although innovative and copied in other parts of the country, the areas where Cango worked best did not have large numbers of potential bus users, and for a number of reasons the cost per passenger trip remained high.
- 2.4. The previous C41 Cango service cost £111,295 a year after allowing for fares income of £14,324 which came to the County Council. Of this £40,311 came from the Children's Services Home to School Transport budget for a primary school transport service.
- 2.5. Changes to pupil numbers mean that it will be more economic for the County Council to carry pupils on another existing school contract. Without the Home to School Transport income, the cost of an all day Cango service, six days a week, became no longer sustainable.
- 2.6. The three day a week timetable option is already applied to services elsewhere in the county and locally in Alton. The main use of the current service is for shopping (47%), followed by social/other (29%). Medical trips account for 6.4% of journeys and employment 6%.

3. Overview of retendering

- 3.1. Bids were received from Cresta Coaches, Stagecoach and Wheelers Travel and it is proposed to award the contract to Cresta Coaches.

4. Overview of Procurement

- 4.1. The contract has been procured using the Public Bus Dynamic Purchasing system and assessed 100% on price.
- 4.2. The start date of this contract is 4 September 2017. It is proposed that this contract will be run for 15 months and, if then required, it can be brought in line with all other Basingstoke services which will all be re-tendered for a start date at the end of December 2018.
- 4.3. The anticipated County Council spend for this period of time would be met from the bus subsidy budget at a cost of £36,940 per annum.

5. Finance

- 5.1. The current cost of the Basingstoke – Alresford service C41 contract for a Monday – Saturday service is £125,619 which currently is made up from £70,984 from the bus subsidy budget, £40,311 from Children’s Services Home to School Transport budget and with £14,324 from fares income, reflecting the previous demand responsive style of service.
- 5.2. The proposed contract will provide a three day a week service at an annual cost to the bus subsidy budget of £36,940, with fares income for the service staying with the operator in line with other local bus contracts. In addition it will provide an annual saving of £40,311 to the Home to School Transport budget for the Children’s Services Department.

6. Performance

- 6.1. The proposed tender option will provide a three day per week service to the area at a cost of £36,940 per annum and offers journey opportunities to Basingstoke and Alresford.
- 6.2. Prior to tenders being invited, services and passengers were surveyed. The proposed option will provide a service on three days per week with savings to the tender cost reflecting the loss of financial contribution from the school contract.

7. Survey responses

- 7.1. Passengers were surveyed regarding timetable options over a two week period in June as to their priority for destinations, Alton (following an earlier suggestion from the parishes), Alresford and Basingstoke; which were their top three preferred days of travel; and whether they wanted a half day or full day at each of the destinations.
- 7.2. Local Members, Cllr Kemp-Gee, Cllr McNair-Scott, and Cllr Porter were written to in March and again in June with details of the survey and copies of the questionnaire, as were the parish councils in the area served by the route.
- 7.3. Members’ responded that the County Council should canvas service users, identify where they lived and consider alternatives such as Taxi-share. Users were surveyed as detailed below and it was noted that most users lived in Axford or Preston Candover followed by Swarraton and Old Alresford, and then equally in Bradley, Lower or Upper Wield and Farleigh Wallop or Ellisfield. The new route will serve these communities. The busiest journeys carry too many passengers for a Taxi-share without some users having to change their time of travel, but tenders were invited for a 16 seater minibus as a suitable alternative which could be more economic and bring extra supplier interest. Timetable options included the ability to fit around other local services to offer potential economies.

- 7.4. Parishes responded that Alton should be considered as a destination, as this had been on the route in the past. This was added to the user survey.
- 7.5. A total of 82 passengers were surveyed over the six days of the current timetable and across 20 journeys so that each departure was surveyed at least twice over a two week period. This followed a survey of levels of use and travel patterns earlier in the year. The proposed timetable was developed as a result of the responses received.
- 7.6. Following suggestions received, the new route will additionally serve Basingstoke railway station and 'the top of the town' shopping area in Basingstoke for the Post Office. The section of route which serves the Wilds has been rearranged to serve the centre of the village in Preston Candover to bring the service closer to existing and potential passengers. Alton was not a popular choice so has not been added as this would have meant reducing the journeys or time available in either Basingstoke, by far the most popular destination, or Alresford, which has a bus to Alton every 30 minutes.

8. Future direction

- 8.1. The award of this tender represents the best means to meet the local communities' priorities for an essential transport link. The proposed contract would run for 15 months and, if then required, can be brought in line with all other Basingstoke services which will all be re-tendered for a start date at the end of December 2018.

9. Recommendation

- 9.1. That approval be given to award a tender to replace the C41 public bus service contract under the Public Bus Dynamic Purchasing system in the Basingstoke – Alresford area, to commence on 4 September 2017 and operate until December 2018 to bring it into line with other Basingstoke services which are due to be re-tendered from that date, at a cost of £46,175 over the 15 months duration, to be met from the Bus Subsidy Budget.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	No
Maximising well-being:	Yes
Enhancing our quality of place:	No

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Executive Member for Economy, Transport and Environment: Passenger Transport Review and Hampshire Concessionary Travel Scheme 2015/2016	6029	27 October 2014
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:

A detailed consultation exercise was carried out ahead of the Passenger Transport Review, implemented from January 2015, together with a detailed Equalities Impact Assessment. The information from these has informed this retendering alongside the more recent and specific surveys of users.

Journeys throughout the day and across the week were surveyed in early 2017 to identify levels of use, journey purpose and boarding and alighting points and in June 2017 to canvas users' priorities for destination, days of travel and length of stay.

The new route covers all the areas previously served and offers improved access in Basingstoke and Preston Candover. Although the service will run three days a week, not six, surveys show that most users travel one or two days a week or less. Concessionary pass holders make up 60% of week day passengers. Although this group would therefore be affected more than some others, surveys also show that 76% of journeys are for shopping and social purposes and the proposed service will maintain an essential transport link to facilitate those journeys.

2. Impact on Crime and Disorder:

2.1. It is considered that the decision will have no impact on crime and disorder.

3. Climate Change:

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

Delivering an effective public transport system within available funding levels provides an alternative to the use of the private car.

Not including a school run within this service reduces the impact at the school by reducing the amount of school transport vehicles from 3 to 2.

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

An effective public transport alternative matches provision to need, allows users to share journeys and minimises carbon emissions.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Bus Stop Infrastructure Tender
Report From:	Director of Economy, Transport and Environment

Contact name: Adam Craig

Tel: 07557 562420

Email: adam.craig@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to procure and spend for a contract to provide Bus Stop Infrastructure.
- 1.2. The current Bus Stop Infrastructure framework with Externiture expires on 30 November 2017 and therefore a new procurement exercise is required to continue with the ongoing deployment of bus stop infrastructure as identified through transport and development related schemes, and to position the County Council in both its bids and subsequent delivery with the Local Enterprise Partnerships (LEPs) and the Department for Transport (DfT).
- 1.3. The Framework Agreement will be for up to 4 years allowing for the placing of orders (call off contracts) as and when required, subject to available funding. The Framework also allows for call-off contracts for the maintenance of procured equipment for a period of up to 6 years from the expiry of the Framework commencement date. The existing Framework Agreement has had a positive impact upon the County Council's ability to address specialised bus stop repairs, improve waiting areas, and ensure existing bus stop arrangements are kept in a state of repair.
- 1.4. As part of this procurement, other local authorities have been invited to be included within the Framework Agreement to enable them to procure bus stop infrastructure as and when required. The Framework Agreement will enable the neighbouring authorities of Bournemouth Borough Council, Dorset County Council, Poole Borough Council, Surrey County Council, and West Sussex County Council to access the services.

2. Contextual information

- 2.1. Since the award of the previous Framework Agreement the County Council has been able to improve bus stop waiting facilities at many hundreds of the 8,500 stops across the county. Feedback from the public, Members and bus operating companies has been positive regarding these works.
- 2.2. The framework covers repairs and maintenance to the award winning Eclipse bus route linking Fareham and Gosport, which has seen extensive passenger growth since its launch in 2012.

3. Finance

- 3.1. This is a Framework Agreement through which spend is subject to funding. For all funding secured, not only will purchase costs be met but also provision to meet any ongoing maintenance costs.
- 3.2. Based on previous success in bidding for Government grants it has been determined that £2.14 million of the total £2.5 million that could be spent through the new arrangements will relate to Hampshire County Council. £360,000 will be the allocated combined spend of Bournemouth Borough Council, Dorset County Council, Poole Borough Council, Surrey County Council, and West Sussex County Council, all of which have requested to be named as part of the framework arrangement.

4. Performance

- 4.1. Feedback from the public, members, and bus operators was positive about delivery under previous arrangements. Providing for similar arrangements in the future should help the County Council continue to maintain and improve access to the bus network and show a positive image of public transport to encourage new users.
- 4.2. The services provided under the Framework Agreement will be monitored and assessed by the Passenger Transport Group Project Officer and the County Bus Inspector. There is a mechanism in the contract to address faults where identified.

5. Future direction

- 5.1. With the growing use of smart phones, the emphasis of Near Field Communication and Quick Response code tags, as commonly used in shopping choices, will be rolled out to more bus stops subject to funding. This should assist passengers to access bus stop information, route information, and destinations.

6. Recommendations

- 6.1. That approval is given to procure and spend for the provision and maintenance of Bus Stop Infrastructure by way of a new Framework Agreement for the supply, installation and maintenance of the same, for a period of up to four years duration with an estimated value of £2.5 million of which £2.14 million relates to Hampshire County Council.
- 6.2. That a ratio of 40% for price and 60% for quality is applied in tender evaluation of the items approved.
- 6.3. That the Director of Economy, Transport and Environment be given delegated authority to agree any variations to the items approved referred to at paragraph 6.1 above, in consultation with the Executive Member for Environment and Transport.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Maximising well-being:	yes
Enhancing our quality of place:	yes

Section 100 D - Local Government Act 1972 - background documents

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Document

Location

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

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

1.2. Equalities Impact Assessment:

This report relates to approval to procure and spend for the provision and maintenance of Bus Stop Infrastructure by way of a new Framework Agreement so will have a low impact on groups with protected characteristics.

The provision of improved bus stop infrastructure increases accessibility to the public transport network so there is a possibility of a positive impact on groups with protected characteristics.

2. Impact on Crime and Disorder:

2.1. High quality bus stop infrastructure provides an enhanced sense of space, and a better and safer travelling experience.

3. Climate Change:

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

High quality bus stop infrastructure gives a viable alternative to journeys by car and therefore helps to encourage greater use of public transport.

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

Providing better bus stop infrastructure can lead to greater public transport use which can reduce air pollution and traffic congestion. Replacement of car journeys by bus journeys will also reduce carbon emissions.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	ETE Capital Programme 2016/17 End of Year & Quarter 1 2017/18 Report
Report From:	Director of Economy, Transport and Environment

Contact name: Amanda Beable

Tel: 01962 667940

Email: amanda.beable@hants.gov.uk

1. Executive Summary

- 1.1. The Economy, Transport and Environment Department's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, major congestion improvements, major transport improvements, flood alleviation, bridge strengthening, town centre improvements and highways safety.
- 1.2. This paper provides a high-level summary of progress and delivery within the capital programme and confirms the year end position for 2016/17. There are five additional appendices which provide further information in detail, if required, and they will be identified when relevant throughout this paper.
- 1.3. The paper concludes with four recommendations.

2. Contextual information

- 2.1. ETE's capital programme is a mix of starts-based and spend-based approvals, which means that the published programme figures are not wholly related to expenditure in any given year. It is not possible, therefore, to correlate the published programme to actual expenditure in any meaningful way. Therefore, to be consistent, this paper tries to focus on gross expenditure (irrespective of programme value).
- 2.2. The capital programme typically includes the following areas of work;
 - Structural Maintenance and Bridges;
 - Integrated Transport (including Major Schemes, Traffic Management, and Safety schemes);
 - Public Realm Improvements

- Waste (Household Waste Recycling improvements and Closed Landfill Sites);
- Flood and Coastal Defence Conservation; and
- Economic Development (Solent Enterprise Zone).

2.3. Appendix 1 summaries the build up of expenditure per work area for 2016/17.

3. Expenditure and Finance

3.1. This section details the capital programme expenditure and finance for 2016/17.

3.2. ETE's gross capital spend during 2016/17 amounted to £80.4million, over £15million more than the average of the previous 7 years.

3.3. Local Enterprise Partnership (LEP) Grants (known as Local Growth Fund or LGF) in 2016/17 totalled £21.7million: £9.7million from Solent LEP and £12million from EM3 LEP. This was over £6million more than in 2015/16. 84% of the funding was spent within the ITP programme and 16% was spent on the Solent Enterprise Zone.

3.4. After reaching a spend high of £16.2million in 2015/16, Developer Contribution use fell to £9.7million in 2016/17, in part due to the prioritisation of LEP funding, with match funding profiled for later spending years.

3.5. Appendix 2 provides a summary breakdown of how the expenditure in Appendix 1 was funded.

3.6. In line with year-end capital procedures, carry forwards from 2016/17 totalling £10.87m were identified and were reported to Cabinet on 19 June. While no further decision is therefore required the detail is included in Appendix 3 for information.

3.7. The majority of the sums carried forward relate to schemes in the Structural Maintenance programme (£9.225million). However, 80% of this sum is accounted for by the following five schemes which, while funding has been included in the 2016/17 programme, were never expected to start on site until 2017/18 or beyond:

- Redbridge Causeway match funding £2.791million. The total value of this scheme is in excess of £19million and a bid for Department for Transport Challenge funding in support of phase 1 of this project was submitted in March 2017. The earmarked funding was increased in the final quarter of the year to provide a level of match funding to maximise the chances of a successful bid.

- Holmsley Bridge (£2million). This is a major bridge replacement scheme (estimated cost £3-4million) which will progress when the balance of funding has been identified, subject to statutory consents and approvals.
 - Bourley Road (£1million). £0.650million extra funding was added as a virement to this capital programme scheme in January 2017 as well as £0.230million local resources to ensure sufficient funds are now available to bring this road, which provides both residential access and a link to a business park, up to adoptable standard.
 - Mill Lane, Alton (£0.900million). Initial work commenced in 2016/17 with the balance of the funding carried forward, with completion of the scheme programmed for 2017/18.
 - Albermarle Avenue (£0.650million). Currently in design with work onsite expected to commence in 2018/19.
 - The balance of £1.884million comprises a number of lower value schemes the majority of which are programmed for 2017/18.
- 3.8. Expenditure of £85million for 2017/18 was estimated in January (Appendix 2 of the Executive Member for Economy, Transport and Environment report). This figure will be amended to take into account the programme changes outlined in Section 6 as approved.
- 3.9. The Department was successful in its ambition to achieve the Department for Transport's (DfT) highest rating (Band 3). This has maintained the maximum possible funding from the 'incentive fund' for 2017/18, and beyond.

4. Delivery

- 4.1. This section details significant points concerning the delivery of the elements of the capital programme in 2016/17.
- 4.2. The £45million Structural maintenance programme for 2016/17 was completed, with the exception of those schemes carried forward, as detailed in Appendix 3. Within the year, 487 Highways planned maintenance schemes and 125 Safety engineering schemes were completed.
- 4.3. In addition to the completed Highways planned maintenance and Safety engineering schemes, the Structures team (responsible for the inspection and maintenance of approximately 1,850 road bridges, footbridges and retaining walls across Hampshire) completed 5 large structure schemes, including Flaxfield Road and Portsdown Hill retaining wall schemes, Hale bridge schemes, and the two road/rail interface schemes at Crabbe Lane in Sway and Odiham in Winchfield.
- 4.4. On transport, the Major Schemes programme continued to gather pace, with the completion of seven major schemes in 2016/17 to the value of

£34.59million. In addition, two major schemes on the A27 near Fareham are progressing well and contractual arrangements have ensured that traffic congestion on the A27 Segensworth to Titchfield upgrade has to date been kept to a minimum despite construction taking place on this busy arterial route serving Fareham and Gosport.

- 4.5. Final scheme costs for the Newgate Lane North major scheme (completed 15/16) have now been agreed at £7.396million, 7.2% above the approved budget of £6.9million. It is not unusual for large schemes such as this to outturn with a variance against the original budget of up to +/- 10%. This additional cost will be met from within the Transport Capital Programme.
- 4.6. Highways England was planning to implement improvements to M27 J9. However it withdrew its funding in 2015. Therefore a bid of £13million has been submitted by the County Council to Highways England Growth and Housing Fund, towards a total scheme cost of £19.6million for improvements to the M27 Junction 9 and R1 at Whiteley. These improvements are essential to help bring forward planned strategic housing development at Whiteley, including 3,500 new homes, and to help reduce significant delays particularly during peak periods on both the M27 and the local highway network. £6.6million local contributions have been identified towards the total scheme cost. A response to the bid is urgently awaited to provide developers with confidence to invest.
- 4.7. Delivery across the rest of the transport programme has been strong with progress on 17 different named schemes, including 8 schemes completed in 2016/17, each of which has required a bespoke design and a level of consultation.
- 4.8. The completion of the new £2.32million 'Station 1' speculative industrial building at Daedalus was completed to budget, and Hampshire County Council received full payment for the additional works from Fareham Borough Council in Quarter 4 of 2016/17 for £327,426.99. Daedalus Drive, the new waterfront access road designed and delivered by the County Council, is now complete.
- 4.9. The main elements of the flood alleviation scheme at Hambledon were completed last year. The final resurfacing of the highway and footways is planned to start imminently.
- 4.10. Additional funding of £6million required to support the development and delivery of schemes within the programme was approved by Cabinet on 3 February 2017.
- 4.11. Monitoring of average fee rate has been undertaken for the past nine years and was originally part of a successful exercise to bring average fee-levels down within the transport programme. It is now more generally used to monitor fees across the whole programme, which for 2016/17 produced an average fee rate of 20.26%.

5. Challenges and Opportunities 2017 and beyond

- 5.1. This section details the significant challenges and opportunities of the capital programme in 2017/18 and future years.
- 5.2. The Department is seeing an increased prevalence of claw-back clauses in funding agreements. Acceptance of these clauses could increase the risk of repayment through the capital budget, thereby adding uncertainty to ETE's Capital/Revenue budget split.
- 5.3. The new Hampshire Highways Service Contract with Skanska comes into effect on 1 August 2017, with much of the Structural maintenance programme being delivered through this new contract.
- 5.4. On 30 March 2017, ETE submitted a £5million bid (maximum allowed) to the Department for Transport's 'Local Highways Maintenance Challenge Fund Tranche 2A' for major maintenance schemes. The submitted bid is for funding towards the A35 Redbridge Causeway bridges and carriageway, Phase 1. This comprises strengthening and improvement of 4 bridges and resurfacing of 1.8km of carriageway. The estimated scheme value is £8million and match funding will be made from existing allocations as well as £0.95million being vired from planned savings in the 2016/7 Highways Traffic and Transport revenue budget, as approved by the Executive Member in January 2017. Current rules state that the Challenge Fund funding has to be spent within the 2017/18 financial year. However, due to the General Election being called, the outcome of the bid is not yet known and there is no published date for an announcement.
- 5.5. ETE has submitted three bids to the Department for Transport's Safer Roads Fund, for the A32, A27 and A36. However, again due to the General Election being called, the outcome of these bids is not yet known and there is no published date for an announcement.
- 5.6. Notable programmed Structures schemes for 2017/18 are Pale Lane bridge where ties/stitching of brickwork will be undertaken, and Waterside retaining wall at Hythe where the Structures team will be utilising concrete piles to stabilise a wall. In addition, financial planning and stakeholder engagement will continue alongside preliminary design work for replacement of Holmsley Bridge in the New Forest, with over £2million of the expected £3-4million funding required set aside from previous years.
- 5.7. On transport, schemes to the value of £49.87million are due for completion in 2017/18 (compared with schemes to the value of £34.59million completed in 2016/17). ETE teams are working hard to deliver this challenging goal.
- 5.8. Schemes to the value of £76.7million, as previously reported, are still expected to commence in 2018/19.
- 5.9. ETE will be submitting a £6.4million bid to the DfT National Productivity Investment Fund for an extension to the existing successful Bus Rapid

Transport scheme. This will be the Phase 1b extension further south to Gosport. It is hoped that the outcome of this bid will be known shortly.

- 5.10. Following recent tender submissions on the amended approach to deliver the Bell Street scheme in 2 phases, there is a slight increase in the overall value of the scheme. The additional funding required is expected to be sourced from the Hampshire County Council's Market Towns funding in a separate report to the fund holder.
- 5.11. Stubbington Bypass is one of the final parts of the package of schemes aimed at improving access to Fareham and Gosport. The bypass is much needed to reduce peak hour congestion and to encourage investment into the Solent Enterprise Zone. In February 2017, £25.7million was awarded for the scheme by DfT (as part of the Local Growth Fund 3). The scheme is to be progressed as a DfT retained scheme and will be subject to Full Approval once the Full Business case has been signed off and all the Orders are in place. An additional £8.5million was confirmed in September 2016 by the County Council's Cabinet, providing a 25% local contribution to the scheme total of £34.2million. In March 2017 the Solent LEP provided an advance of £3.5million funding towards the land acquisition and enabling works. In 2017/18 work will be progressing on the scheme to ensure land acquisition can commence as soon as possible, with enabling works also due to commence shortly. This is subject to separate reports to the Executive Member for Environment and Transport (later on this agenda) and the Executive Member for Policy and Resources.
- 5.12. Hampshire County Council is managing the delivery of the new foul drainage provision at Daedalus, with works commencing in September 2017. The new occupier for Station 1 at Faraday Business Park, a 25,000 sq.ft industrial building, will be moving in shortly.
- 5.13. Following the Executive Member decision on 15 September 2016, the Flood Risk and Coastal Defence programme is structured as a 'Main Programme' and a 'Pipeline Programme'. Please see Appendix 5 for further detail.
- 5.14. The development and delivery of the priority locations identified in the 'Main Programme' such as Buckskin in Basingstoke, Romsey, and Winchester continue to be the main focus for the County Council. Locations in the 'Pipeline Programme' will be brought forward into the 'Main Programme', and be investigated further, as the higher ranked schemes are either shown not to be viable, additional resources become available, or other circumstances such as a flood event cause a review of priorities. Updates both on individual schemes and the overall programme will be brought periodically. The current programme is outlined in Appendix 5.

Key Programme Information

6. Significant Programme Changes

- 6.1. This section details the amendments and additions which are recommended for approval. A list of other amendments (approved under delegated authority) is included in Appendix 4.
- 6.2. ETE has received confirmation in March 2017 that DfT has allocated additional 2017/18 grant funding over that forecast in the January 2017 ETE Proposed Capital Programme 2017/18, 2018/19 and 2019/20:
 - Highways Maintenance Incentive Fund - awarded at the highest level 3 (£2.293million); and
 - National Productivity Investment Fund (£5.098million).
- 6.3. It is therefore recommended that approval is given to increase the Structural Maintenance and Bridges programme to £45.184million to reflect the addition of these two grant funding streams.
- 6.4. Through the Safer Routes to School and School Expansion Support Programme ETE will be working with CCBS and Children's Services to support Hampshire County Council's dual objectives of increasing pupil capacity at Hampshire's schools and removing some of the deterrents to the use of sustainable transport. This will be achieved through the design and delivery of a series of transport access improvements across the county. The full cost of the programme is estimated at £0.5million.
- 6.5. Following completion of all planned schemes in the Local Highways and Transport minor works programme which formally ended on 31 March 2017 a sum of £0.475million was unused as a result of higher contributions from developer funding. It is proposed to reallocate this sum in support of the Safer Routes to School programme, with a further £25,000 funded through Developer Contributions.
- 6.6. It is therefore recommended that this programme is approved and is funded as set out in paragraph 6.4 above.
- 6.7. The revised Community Transport Operating Model recently agreed by the Executive Member for Environment and Transport provides support to replace vehicles used in the delivery of community transport contracts awarded by the County Council as resources allow. These contracts provide Dial-a-Ride services, Call and Go services and Minibus Group Hire Schemes.

6.8. A programme of vehicle replacement covering 2017/18 has now been developed and is summarised in the table below to be funded from the Vehicle Replacement Reserve and partner contributions.

2017/18	21 vehicles	£0.495 million through HCC's Vehicle Replacement Reserve
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6.9. It is therefore recommended that the Vehicle Replacement Programme is approved, with Hampshire County Council's Vehicle Replacement Reserve being the funding source of £0.495million in 2017/18.

6.10. As set out in the Capital Programme Monitoring report approved by the Executive Member on 19 January 2017, early assessments of Flood Risk and Coastal Defence programme schemes in both the 'Main' and 'Pipeline' programme identified that a significant level of additional capital funding would be needed to support the programme.

6.11. This assessment was informed by the County Council's experience of the national FDGiA funding process which had shown the County Council, and other funding partners, being required to provide a proportionately much higher level of investment than originally anticipated. The development of detailed designs has also shown higher costs for schemes compared to the estimates generated to meet the tight FDGiA bid submission deadlines in 2014.

6.12. A summary of the original FDGiA bid process and the funding challenge facing the Flood Risk and Coastal Defence programme was presented to Full Council on 16th February 2017. A request to provide additional capital investment of £6m to allow the County Council to maintain a leading role in progressing delivery of further existing priority schemes, to provide match funding to support bids, and continue to engage other potential funding partners, was approved.

6.13. It is therefore now recommended that the Executive Member for ETE asks the Executive Member for Policy and Resources to approve the virement of the £6million to the ETE capital programme to enable Flood Risk and Coastal Defence programme funding to be managed within one budget and for delegated authority to be given to the Executive Member for Environment and Transport to make decisions on the programme of works supported by that £6m supports, in line with agreed priority areas identified by the council and as set out in Flood Risk management Plans.

7. Recommendations

7.1. That the 2017/18 Structural Maintenance and Bridges programme is increased to £45.184million to incorporate additional grant funding received.

7.2. That approval be given for the Safer Routes to School and School Support Programme to be added to the Capital Programme and for it to be funded through the re-allocation of the unused £0.475million from completed

previous year programmes resulting from higher than anticipated contributions from developer funding.

- 7.3. That approval be given for the £0.495million 2017/18 Vehicle Replacement Programme to be added to the Capital Programme, with Hampshire County Council's Vehicle Replacement Reserve being the funding source.
- 7.4. That the Executive Member for Policy and Resources be requested to approve the virement of the previously approved £6million additional capital investment for the flood risk and coastal defence to the ETE Flood Risk and Coastal Defence capital programme to enable the consolidation of the resources into a single budget to maximise Hampshire County Council's flood risk and coastal defence delivery.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Maximising well-being:	yes
Enhancing our quality of place:	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;
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- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

This is primarily a progress report, looking back at the delivery of agreed projects. Amendments to individual schemes within each programme will have been made following appropriate consultation and will have their own project appraisals and associated equalities impact assessments. The decisions in this report are financial and for in-house management of the capital programme accounts.

2. Impact on Crime and Disorder:

2.1. The proposals in this report are not considered to have any direct impact on the prevention of crime.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption? – no specific proposals

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? – no specific proposals

ETE Spend by sub-programme 2016/17

Gross Expenditure	To 31 Jul 2016 1 April - 31 July 2016 £	To 30 Nov 2016 1 Aug – 30 Nov 2016 £	To 31 Mar 2017 1 Dec 2016 – 31 Mar 2017 £	To 31 March 2017 Outturn £
Structural Maintenance	10,598,537	13,466,289	13,509,295	37,574,121
Integrated Transport Programme	10,356,361	9,718,187	14,963,716	35,038,266
Solent Enterprise Zone	2,433,747	2,284,237	740,764	5,458,749
Flood & Coastal Defence Management	905,356	919,452	398,989	2,223,797
Other	39,883	56,442	50,558	146,884
TOTAL	24,333,886	26,444,608	29,663,324	80,441,819

Other includes PRIP, Community Transport and Waste programmes.

Details of Funding used

ETE Capital Funding Summary

	£
Contributions:	
Other Local Authorities (OLAs)	1,290,798.89
* Developers	9,712,299.49
* Other	21,940,786.43
Grant income	32,170,089.95
Prudential borrowing	4,755,875.47
Reserve accounts total	925,695.99
Total specific funding	70,795,546.22
Plus funding from local resources	9,646,273.34
Total funding	80,441,819.56

Developers = S1-06 Agreements

Other = Other grants and contributions. Further details below.

Capital Funding Summary – Contributions from others

		£	£
Solent LEP	Newgate Lane - Peel Common	(281,729.41)	
Solent LEP	Newgate Lane - South	(482,828.34)	
Solent LEP	A27 Dualling E&W St Margarets Roundabout, Fareham	(2,233,876.19)	
Solent LEP	A27 Corridor - St Margarets Roundabout, Fareham	(125,603.88)	
Solent LEP	A27 Corridor - Station Roundabout, Gudge Heath Lane, Fareham	(2,875,559.69)	(9,431,086.81)
Solent LEP	Stubbington Bypass	(13,998.73)	
Solent LEP	Solent EZ.- Daedalus Drive (phase 3A)	(3,404,660.42)	
Solent LEP	Solent EZ.- Foul Drainage Works (phase 3B)	(11,696.15)	
Solent LEP	Solent EZ.- Waterfront Power works (phase 3C)	(1,134.00)	
New Forest National Park Authority	NFNPA - LSTF Brockenhurst Cycle Routes	(86,361.62)	
New Forest National Park Authority	Principal SM&RS Schemes	(32,575.21)	(118,936.83)
Enterprise M3 LEP	A340 Dualling, Aldermaston Road, Basingstoke	(485,669.58)	
Enterprise M3 LEP	A30/A340 Winchester Road Roundabout, Basingstoke	(1,598,482.13)	
Enterprise M3 LEP	A339/A33 Ringway and A33 Popley Way junction, Basingstoke	(1,290,528.08)	
Enterprise M3 LEP	Whitehill Bordon IRR Phase 2	(6,666,548.03)	
Enterprise M3 LEP	Access to Fleet Station	(24,895.16)	
Enterprise M3 LEP	Ringway North/Rooksdown access improvements, Basingstoke	(7,000.00)	
Enterprise M3 LEP	STF Merton School improvements, Basingstoke	(69,932.29)	(11,986,172.85)
Enterprise M3 LEP	A33/Crockford & Binfields Roundabouts, Basingstoke	(1,456,676.30)	
Enterprise M3 LEP	Western Way Puffin Crossing, Basingstoke	(90,826.12)	
Enterprise M3 LEP	St Pauls Hill & Romsey Rd/Upper High St, Winchester	(21,654.13)	
Enterprise M3 LEP	Westgate/Western Schools T'port imp, Winchester	(57,627.87)	
Enterprise M3 LEP	WiFi and AudioVisual - Buses and Railway Stations	(111,000.00)	
Enterprise M3 LEP	Whitehill/Bordon A325 Integration Works	(91,095.26)	
Enterprise M3 LEP	West Ham Roundabout Capacity Improvements, Basingstoke	(14,237.90)	
Highways England	M27 Junction 9 & R1 Roundabout, Whiteley	(156,174.60)	(156,174.60)
BT Open Reach	Non-Principal Sm&RS Schemes	(288.44)	(288.44)
Homes & Communities Agency (HCA)	Newgate Lane North - adjustment	(128,126.90)	(128,126.90)
Use of accrued interest on Loan X002D	Daedalus EZ Phase 1D (building)	(120,000.00)	(120,000.00)
TOTAL		(21,940,786.43)	

Schemes Not Started by 31st March 2017 – To be Carried Forward to 2017/18

Scheme	Control Basis Starts or Exp	Value £000	Reasons for Delay
Structural Maintenance			
Holmesley Bridge	Exp	2,000	Accumulating funding for major scheme over a number of years
Redbridge Causeway	Exp	2,791	
Havant Footbridge	Exp	250	
Bourley Road	Exp	1,000	Funding set aside for 17/18 scheme to bring road up to adoptable standard
Albemarle Avenue	Exp	650	Accumulating funding for major scheme over a number of years
Reeds Lane, Church Road	Exp	118	Carry forward of funding for 17/18 scheme
Mill Lane, Alton	Exp	900	Carry forward of funding for 17/18 scheme
A30 London Road, Hartley Wintney	Exp	400	Carry forward of funding for 17/18 scheme
Barncroft Way, Havant	Exp	300	Carry forward of funding for 17/18 scheme
Ringwood Road, Denmead	Exp	100	Carry forward of funding for 17/18 scheme
A323 Wellington Avenue, Rushmoor	Exp	115	Carry forward of funding for 17/18 scheme
Anmore Road, Denmead	Exp	110	Carry forward of funding for 17/18 scheme
Highways Lab building and equipment upgrade	Exp	118	Accumulating funding for major scheme over a number of years
Misc. schemes	Exp	373	Carry forward of funding for 17/18 schemes
Integrated Transport Programme			
Romsey Town Centre Imps. Ph 2 - Bell Street	Start	375	Delay to scheme following public consultation
Safety			
Low Cost Safety Schemes Programme (LCP)	Exp	35	Slight delay to delivery of the programme. Commitments remain in 2017/18
Casualty Reduction Programme (CRP)	Exp	59	Slight delay to delivery of the programme. Commitments remain in 2017/18

Carriageway Surface Treatment Programme (CSTP)	Exp	15	Slight delay to delivery of the programme. Commitments remain in 2017/18
Carriageway Safety Audit Programme (CSAP)	Exp	55	Slight delay to delivery of the programme. Commitments remain in 2017/18
Minor Traffic Management			
Swanwick Lane Traffic Management	Exp	124	Slight delay to delivery of scheme
Misc. Minor TM Management Schemes -East & West	Exp	35	Slight delay to delivery of the programme. Commitments remain in 2017/18
Other			
Coastal Conservation	Start	950	
Total ETE		10,873	

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

2017/18 Bishopstoke Cycles Phase II – scheme added to programme at £227,000 value.

2017/18 Approval values for LR-LHTF – approved reallocation between years.

Flood Risk and Coastal Defence – Main and Pipeline Programme

Main Programme

Location	District
Buckskin, Basingstoke.	Basingstoke and Deane
Romsey	Test Valley
Winchester (incl. Littleton, Kings Worthy and Headbourne Worthy)	Winchester
Bourne Rivulet (incl. St. Mary Bourne, Stoke, Hurstbourne Tarrant, Vernham Dean, Upton and Ibthorpe)	Basingstoke and Deane / Test Valley
Hursley	Winchester
Calmore Road, Totton	New Forest
Copythorne	New Forest
Candover Brook (Preston and Brown Candover).	Basingstoke and Deane
Wickham	Winchester
Lower Farringdon and Chawton	East Hants
Ringwood	New Forest
Sutton Scotney	Winchester
Beeches Lane, Bishops Waltham	Winchester
River Lavant (Finchdean, Rowlands Castle).	East Hants
Twyford	Winchester
Rectory Road, Farnborough	Rushmoor
School Lane, Chandlers Ford	Eastleigh

Pipeline Programme

Location	District
Wallington	Fareham
Fleet Road, Cove, Farnborough	Rushmoor
Fordingbridge and Breamore	New Forest
The Pentons and Monxton	Test Valley
Pitt, Winchester	Winchester
Watery Lane, Upper Clatford	Test Valley
Spencer Road, New Milton	New Forest
Sycamore Road, Farnborough	Rushmoor
Monks Brook, Chandler's Ford.	Eastleigh
Goodworth and Clatford	Test Valley
Upper Test (Deane, Cole Henley).	Basingstoke
West Tytherley	Test Valley
Chandlers Lane, Yateley	Hart
Longparish	Test Valley
Bishops Sutton	Winchester
Church Lane East, Aldershot	Rushmoor
Appleshaw	Test Valley
Micheldever	Winchester
Mapledurwell	Basingstoke
Owslebury	Winchester
Butts Ash Lane, Hythe	New Forest

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Hampshire County Council's Rail Position Statement
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Willcox

Tel: 01962 846997

Email: keith.willcox@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to update the Executive Member on recent developments in the rail industry and on future opportunities to influence the rail agenda so as to advance the County Council's own corporate objectives.
- 1.2. With the recent establishment of a shadow Sub National Transport Body for the South East (TfSE) it is timely for the County Council to agree its own position on rail, hence the attached draft Rail Position Statement which summarises rail priorities for Hampshire. This 'statement' follows on from points raised during the briefing of County Council members in 2016 and is designed to aid external discussions. The statement will be kept under review and further developed as and when appropriate.
- 1.3. Whilst the County Council has no statutory responsibility for rail services or for the delivery of rail infrastructure, as a Highway and Transport Authority it has a strong interest in continuing to work with partners to influence the industry to help increase the rail modal share and so reduce pressure on the highway network.
- 1.4. Better connectivity, including improved rail links in and beyond Hampshire, is critical for the county's growth and future economic prosperity, including improved rail access to an expanded Heathrow. Greater capacity on the rail network and improved services, including better facilities & interchanges at Hampshire's 49 railway stations, will help make rail travel a more attractive and feasible option for local residents and visitors alike. Providing increased capacity for freight services, especially those that serve UK export industries reliant on access to the Port of Southampton is also of increasing national economic importance.
- 1.5. The County Council's vision is for rail to become a more significant part of the overall transport offer. Better rail services would broaden the range of travel options, help ease congestion on roads, and provide faster and more reliable journey times. Bringing forward investment in the rail network that

serves Hampshire would help improve the Hampshire's connectivity and, in doing so, bring about both economic and environmental benefits.

1.6. This paper seeks to

- provide brief background information about the rail industry, including responsibilities for rail infrastructure and services;
- summarise key developments and suggested rail priorities for Hampshire;
- secure approval of the draft Rail Position Statement, (Appendix 1); and
- outline future opportunities to influence the rail agenda.

2. Contextual Background - the increasing significance of Rail

- 2.1. Although Hampshire's economy is heavily dependant upon its road network, with two thirds of commuters choosing to drive to work, rail is likely to become an increasingly important part of future integrated transport solutions. Many of Hampshire's key strategic roads are already near to full capacity during peak journey times. This pressure will further increase as major new housing developments sites, such as those off the M27 and to the west of Basingstoke, come forward. Investment in the rail network is needed to help sustain Hampshire's expanding economy and meet the needs of its growing population.
- 2.2. Furthermore, rail corridors which run through Hampshire, together with the A34/M3 corridor, link industries in the Midlands and the North with the international Port of Southampton. These strategic routes will be of increased national economic importance as the country seeks to expand its trade with international markets post Brexit. The Port of Southampton is already the UK car industry's primary port, and 40% of cars arriving at the port for export arrive by rail. The Port has major plans to expand, but this will partly depend upon good surface access to the Port.
- 2.3. Looking further ahead, the £17.6 billion expansion plan for London Heathrow Airport could have major implications for the region's economy and its transport network. Responding to the recent consultation on the Draft Airports National Policy Statement, the County Council has called for the delivery of Western Rail Access and Southern Rail Access to be an essential part of the expansion plan.
- 2.4. The County Council will therefore continue to work with local and regional partners, including Hampshire MPs, the Enterprise M3 and Solent LEPs, and through the emerging Sub National Transport Body (TfSE) in an effort to influence the Department for Transport's rail policy and encourage national agencies, such as the National Infrastructure Commission, to make the economic case for improving surface access to the UK's main seaports and an expanded Heathrow Airport.

3. Network Rail and Hampshire's Rail Infrastructure Priorities

- 3.1. Network Rail is a state owned, not-for-dividend company that has commercial and operational freedom to manage Britain's railway infrastructure, within regulatory control frameworks. It is responsible for the operation, maintenance and enhancement of the rail network. The Office of the Rail Regulator (ORR) must ensure Network Rail manages the network efficiently and meets user needs.
- 3.2. Network Rail's investment programme for renewals and enhancements is currently planned in five year Control Periods. From Control Period 6 (CP6), starting in 2019, it is expected that the plans for enhancements will move to a rolling investment programme rather than the fixed five year programme plans, which will continue for maintenance and renewals. It is important that the limited funding for enhancements is directed towards strategic priorities.
- 3.3. Network Rail's long term planning process identifies future demand for passenger and freight services over a 30 year period. Locally, the Wessex Route Study has identified the short term (CP6) and long term investments required to support future demand. From a Hampshire perspective, the key issues that have been identified in the Route Study include:
 - Provision of additional peak capacity for commuter journeys to/from London;
 - Reducing generalised off peak main line journey times (taking account of both train frequency and actual journey time);
 - Accommodating off peak capacity requirements; and
 - Accommodating demand for freight services.
- 3.4. In addition to the above, other priorities for Hampshire include:
 - Improving rail access to/from London Heathrow;
 - Improved east-west and local rail connectivity within South Hampshire;
 - Improving links to main line hubs for journeys within Hampshire (e.g. Basingstoke); and
 - Improved rail links and services to other parts of the country.
- 3.5. Section 5 of this report outlines the infrastructure and service enhancements considered necessary to accommodate future passenger and freight demand in Hampshire, as detailed in the accompanying Rail Position Statement (Appendix 1).

4. Rail Franchises

- 4.1. There are four rail franchises that provide services covering parts of Hampshire, including the Great Western run by GWR, Southern Rail run by Govia Thameslink, and the Cross Country franchise. However, the most important franchise for Hampshire by far is the South Western franchise which, from 20th August 2017, will be run by First MTR until summer 2024.
- 4.2. For many years the County Council has enjoyed a positive relationship with the South Western main line's current franchisee, Stagecoach South West Trains. It is now keen to develop a strong and effective relationship with

First MTR, with the potential of establishing a new strategic rail alliance. Early indications about improvements planned for the new franchise are very encouraging.

- 4.3. The establishment of TfSE is an opportunity for the South East region to secure more direct influence over future rail franchise specifications, starting with the new Cross Country and Great Western franchises which are due to start in 2019 and 2020 respectively.

5. Rail Position Statement

- 5.1. The Rail Position Statement (Appendix 1) sets out the County Council's current vision and key priorities for rail, to support its corporate objectives, through increasing rail's modal share for passenger and freight movements in and beyond Hampshire.
- 5.2. It is anticipated that the Statement will need to be reviewed and updated on a regular basis, to reflect national policy and ongoing developments in the rail industry.
- 5.3. The Statement is designed to help the County Council make the case for rail improvements. It notes the importance of working both through TfSE and directly with rail industry partners to build on strong relationships already established and to secure further improvements. Specifically it identifies three overarching objectives as set out below.

1. To improve Hampshire's connectivity to key hubs beyond Hampshire

- **Passenger journeys to and from London** – improvements are needed to accommodate rising commuter demand and to improve general journey times. To better meet peak period commuter demand, short term priorities include capacity improvements between Clapham Junction and London Waterloo, plus grade separation and an additional platform at Woking. Medium to longer term priorities include grade separation at Basingstoke, improved capacity at Guildford and Southampton Central railway stations, Crossrail 2 and digital signalling east of Woking;
- **Passenger journeys to and from major airports** – re London Heathrow this means pressing for the delivery of both the Western Rail Access and the Southern Rail Access Schemes as essential planning requirements to provide direct services to and from Hampshire or, at least, high quality interchange with airport services. With regards to London Gatwick, Hampshire will want to press for increased service frequency and improved journey times;
- **Passenger journeys to and from other parts of the UK** – this includes seeking improvements to services run by the Cross Country franchise, including benefits offered by Electric Spine and East West Rail; seeking improvements to the Great Western franchise; seeking a 'regional plus'

option for Crossrail 2 with longer distance connections into Hampshire; securing direct services via the Heathrow Southern Rail Access scheme to Old Oak Common in order to connect to HS2 and Crossrail; and improved connectivity along the South Coast; and

- **Rail freight movements through Hampshire to and from the Port of Southampton** – bringing forward rail infrastructure enhancements to accommodate planned growth in freight movements, such as grade separation at Basingstoke and delivery of the Electric Spine project.

2. To help improve physical connectivity within Hampshire

- **Rail links in Southern Hampshire** – Improving local rail services, examining more radical solutions (e.g. tram-train), opening new stations/lines, where a business case exists, integrating local rail services seamlessly with other public transport modes, provision of Park and Ride opportunities and providing station/interchange improvements; and
- **Rail links in Northern Hampshire** – Securing improvements to rail services, integration with other public transport modes, and providing station/interchange improvements, including electrification of the Salisbury to Basingstoke and Salisbury to Southampton routes as part of the Electric Spine project.

3. To improve integration

- **Ticketing** – Providing appropriate ticketing options, including smart and flexible ticketing options, seamlessly integrated with other public transport; and
- **Railway Stations** – better waiting and other facilities, improved accessibility for disabled people, and better interchange with all modes; and
- **Community Rail Partnerships** – Continuing to work with Community Rail Partnerships within Hampshire to improve passenger and other facilities, noting that they need to move to a self funding arrangement.

6. Next Steps

6.1. It is suggested that, subject to approval, the Rail Position Statement be used to exploit future opportunities to potentially advance the County Council's transport and economic objectives. These opportunities include:

- To inform the Parliamentary debate on the Airports National Policy Statement, following on from the recent consultation, and reiterating the case for delivery of both the Western Rail Access and Southern Rail Access to London Heathrow in a way that not only serves London but also services from the south west;

- Responding to Network Rail's consultation, expected later this year, on its proposed investment programme for CP6; and
- Responding to consultations on future franchise specifications for the new Cross Country franchise, due to be awarded in July 2019, and the new Great Western franchise, due to be awarded in April 2020.

6.2. The Rail Position Statement will help inform rail discussions with partners in TfSE. Even whilst still in shadow form, TfSE may provide a strong platform from which to lobby the Department for Transport and influence rail planning and investment decisions. The County Council will wish to exploit this and raise awareness about its rail priorities and the associated economic and environmental benefits they could bring.

7. Consultation and Equalities

- 7.1. Although the draft Rail Position Statement has not been subject to a public consultation, it builds on work undertaken by Network Rail and others to identify necessary rail enhancements, which were themselves subject to a public consultation.
- 7.2. The Rail Position Statement notes the need to provide improved accessibility for mobility impaired people at stations.

8. Recommendation

- 8.1. That the draft Rail Position Statement (Appendix 1) be approved as a basis for on-going discussions with partners, including with the shadow Sub National Transport Body for the South East (TfSE).

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Maximising well-being:	Yes
Enhancing our quality of place:	Yes

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IMPACT ASSESSMENTS:

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- 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 project/proposal will have a low or no impact on groups with protected characteristics. The report supports further accessibility improvements for mobility impaired people at railway stations.

2. Impact on Crime and Disorder:

2.1. No impact identified.

3. Climate Change:

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

The Rail Position Statement outlines a range of measures to increase the number and proportion of passenger journeys and freight movement made by rail. This modal shift will have a positive impact on carbon footprint, as rail is a carbon efficient mode, particularly compared to road based transport.

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Draft Rail Position Statement - July 2017

Introduction

Rail has an increasingly important role to play in helping Hampshire address its transport, economic and environmental pressures. Whilst Hampshire is expected to remain heavily dependant on its road network, the modal share for rail which was 4.7% in the 2011 Census, is set to rise and has increased from 3.5% in 2001. Around half these commuter journeys are to / from London. Nationally, the number of rail passenger journeys and distance travelled by rail has more than doubled in the last 20 years, and has increased by around 50% just in the last 10 years.

This upward trend is already beginning to be reflected in Hampshire. For example in 2014/15 over 38 million passenger journeys were made from railway stations in the county and this marks a 120% increase over the last two decades. Rail freight is also increasingly important in Hampshire and wider economy, particularly for the movement of containers and automotive traffic to / from the Port of Southampton and delivery of aggregates, essential for local infrastructure and development projects.

Although Hampshire County Council does not have any direct statutory role or responsibility for operating rail services or delivering rail infrastructure enhancements, as a Transport Authority it has a strong interest in securing rail improvements. For many years it has worked closely with the Department for Transport (DfT), Network Rail (NR) and the train operating companies (TOCs) to influence, secure and deliver improvements to rail services, infrastructure and railway stations. In doing so it has built positive relationships which it will wish to sustain and further develop.

This Position Statement is timely given this year will mark a number of important developments for rail industry in Hampshire. On 20th August 2017, First MTR will take over the operation of the South Western franchise from Stagecoach. This covers mainline services between Hampshire and London Waterloo and the County Council is encouraged by the service enhancements planned by First MTR.

Over the next 16 months the Government's priorities and funding for Network Rail beyond 2019 will be finalised. The process will start this summer with DfT publishing its High Level Output Statement (HLoS) and Statement of Funds Available (SOFA) for Control Period 6 (CP6 2019 - 2024). These will give an overview of planned investment for renewals and enhancements required from 2019 and will inform Network Rail's own consultation process about its Strategic Business Plans, in terms of what it proposes to deliver during CP6 and how much it will cost. This consultation, expected anytime before the end of this year, will provide an important opportunity for Hampshire and Transport for the South East (the Shadow Sub National Transport Body) to inform Network Rail's prioritisation. Following that, the ORR (The Office Rail Regulator) will scrutinise the Network Rail's plans to ensure they meet government requirements. The Regulator will then carry out its

own consultation in June 2018 before making its final determination in October 2018 as to what funding Network Rail will receive for CP6 and the outputs it must deliver.

It is worth noting that whilst maintenance and renewals will remain on fixed five year programmes, e.g. Control Period (i.e. 2019 – 2024), from 2019 rail enhancements are expected to move on to a rolling investment programme.

In addition the Government will be finalising its Airports National Policy Statement on new runway capacity and infrastructure at airports in the South East, following its consultation earlier this summer. Working through TfSE and with local MPs there may be further opportunities to press the case for improved rail access to London Heathrow from Hampshire.

Furthermore, Hampshire County Council continues to take a full and active role in the development of the shadow Sub National Transport Body for the South East - Transport for the South East (TfSE) which held its first formal board meeting last month. TfSE, which is developing a Transport Strategy for the whole of the South East and seeking statutory status, should provide Hampshire and other South East Transport Authorities with a strong mechanism to influence rail investment decisions and future specifications for rail passenger services.

This Rail Position Statement sets out Hampshire County Council's vision and priorities to help improve physical connectivity both within and beyond its county boundaries which is considered critical for Hampshire's future growth and economic prosperity. It is designed to aid external discussions and will be reviewed and updated on a regular basis, to reflect ongoing developments within the rail industry.

Making the case for rail improvements

The County Council will work to secure rail improvements through active work with rail industry partners and other transport authorities. Specifically it will: :

- Work through TfSE to secure appropriate strategic infrastructure investment in the rail network;
- Work through TfSE to influence the specification of future rail franchises;
- Continue to work closely with rail industry partners, including:
 - Network Rail;
 - Train Operating Companies, particularly First MTR;
 - Rail freight operators;
 - Department for Transport; and
 - Community Rail Partnerships.

The County Council has had an excellent working relationship with rail industry partners over many years, both on its own and through existing partnership arrangements, such as Solent Transport.

The establishment of a Sub National Transport Body (STB), Transport for the South East (TfSE), initially in shadow form, provides an opportunity for Transport Authorities to formally work together with a common voice to secure strategic improvements to rail services and infrastructure from Government.

Train service specification is defined through the rail franchising process. Although the DfT undertakes a consultation on the specification of new franchises, there is no guarantee that the views of local authorities will be incorporated. The first STB, Transport for the North (TfN) has taken direct responsibility for tendering and managing the Northern and Trans Pennine franchises. It is unlikely that TfSE would want to take on this level of responsibility but it should seek to secure an integrated role, working directly with DfT Rail, to define the specification of new franchises.

The South Western franchise is the most important within Hampshire. This covers main line services to / from London, together with a number of main line and local services linking key destinations within Hampshire. First MTR is due to take over operation of the franchise on the 20 August 2017. The County Council has built up an excellent relationship with the current franchisee, Stagecoach South West Trains and should continue this with First MTR.

The County Council will continue to work with and maintain good relationships with all rail industry partners, in order to deliver train service and infrastructure improvements. This includes train operating companies, Network Rail, the DfT and Community Rail Partnerships.

Improving Hampshire's Connectivity to Key Hubs Beyond the County

Rail is primarily for longer distance journeys. Whilst national travel data shows that over two thirds of all journeys are under 5 miles in length, almost two thirds of all rail journeys are over 25 miles in length and most rail freight movements are generally only competitive over longer distances.

Rail is particularly important for longer distance passenger and freight movements which connect Hampshire to key industrial / economic and transport hubs beyond its boundary. These links are essential for Hampshire's business and leisure economy. Key issues to consider include:

- Passenger journeys to / from London, including commuter, business and leisure trips;
- Passenger journeys to / from major airports including London Heathrow and London Gatwick;
- Passenger journeys to / from other parts of the UK;
- Freight movements to / from the Port of Southampton and the Midlands and the North;

Passenger Journeys to / from London

Hampshire County Council will press for improved rail connectivity to / from London, including:

- Implementation of appropriate infrastructure improvements in the short and longer term to provide additional capacity to accommodate predicted increase in peak period demand for commuter journeys between Hampshire and London; and

- Measures to reduce generalised journey times to / from London.

NR's London and South East Market Study predicts that main line peak period commuter journeys to / from London Waterloo will increase by 40% between 2013 and 2043. Taking account of existing capacity shortfalls, there is a requirement to increase high peak hour seating capacity by 60%, compared to current levels.

NR's Wessex Route Study has identified the infrastructure improvements that would be necessary to accommodate increased high peak capacity on the South West Main Line. Funding is already committed in the current investment programme to deliver capacity improvements at London Waterloo, including re-opening of the former international platforms to domestic services.

In the short term in CP6 (2019 to 2024), the Wessex Route Study identified the following essential infrastructure schemes:

- Capacity improvements between Clapham Junction and Waterloo; and
- Grade separation and additional platform at Woking.

The following infrastructure improvements as having potential benefit in CP6, although no development work is currently underway, so their implementation is more likely in the medium term, post 2024:

- Grade separation at Basingstoke (also necessary for freight capacity); and
- Guildford Station capacity.

The following infrastructure improvements were identified and recommended in the Wessex Route Study to deliver longer term high peak capacity:

- Delivery of Crossrail 2, which would release significant capacity east of Wimbledon;
- Digital signalling / automatic train control east of Woking; and
- Southampton Central Station capacity

In terms of reducing generalised journey times to / from London, the new First MTR South Western franchise is proposing a reduction in journey times of 5 minutes between Portsmouth and London and 8 minutes between Southampton and London from December 2018. There are also proposals for more frequent services across the network.

Passenger Journeys to / from Major Airports

Hampshire County Council will support improved rail accessibility to Major Airports.

For London Heathrow, the County Council will support delivery of:

- Western Rail access proposal;
- Southern Rail access proposal; and
- Provision of direct rail services or high quality interchange to / from Hampshire

via the Western and / or Southern access proposals;

For London Gatwick, the County Council will support:

- Increased service frequency; and
- Reduced journey times for rail journeys to / from Hampshire.

Both Heathrow and Gatwick Airports are important to Hampshire residents, with 1.77 million and 1.97 million passenger trips generated respectively per annum.

Rail access between Hampshire and Heathrow Airport is currently very poor. It requires an interchange with coach services at Woking or Reading or an extended journey via Central London. As a result, rail has a very low modal share.

The Government's Draft Airports National Policy Statement recommends that a third runway should be provided at Heathrow. However, there is a requirement that proportion of journeys made by public transport should increase to 50% by 2030 and at least 55% by 2040. Heathrow Airport Ltd's own Surface Access Strategy, submitted as part of the Airport Commission submission, identified that Western Access would be required by 2035, but Southern Access would only be desirable.

In its response to the Draft National Airports Strategy, the County Council has indicated that delivery of both the Western and Southern Rail accesses should be considered essential to support expansion at London Heathrow and that higher targets for the modal share of public transport should be set. Working through TfSE, the County Council will continue to press for the delivery of the Western and Southern Rail access schemes, including through services to / from Hampshire. Southern Rail Access also has the potential to provide wider connectivity benefits, with through services to Old Oak Common and London Paddington, connecting into HS2 and Crossrail. This is considered below.

The County Council notes the Heathrow Southern Rail Ltd proposal to privately fund the Southern Rail Access. This would be consistent with the Government's desire to seek alternative funding for rail infrastructure projects.

Rail access to Gatwick Airport is currently better, with direct services from South Hampshire and other parts of Hampshire having rail access via a single interchange at Clapham Junction onto the Brighton Main Line. The County Council will support further improvements to rail access to Gatwick Airport, including improved service frequency and reduced journey times.

Passenger Journeys to / from other parts of the UK

Hampshire County Council will support improved passenger rail connectivity to / from other parts of the UK, including necessary infrastructure improvements. Specifically, this will include:

- Improving Cross Country links to / from the Midlands and the North, including electrification and completion of East / West Rail;
- Improving Great Western services to / from Bristol and South Wales;
- Seeking a Regional Plus option for Crossrail 2 to provide direct rail services between knowledge clusters in North Hampshire and Cambridge / Stansted;

and

- Seeking direct services between Hampshire and Old Oak Common via Heathrow Southern Access, to provide a direct connection to HS2 services.

Rail provides important connectivity between Hampshire and other parts of the UK. This currently includes inter-regional services to the Midlands and North (operated by Cross Country Trains), Bristol and South Wales (operated by Great Western) and along the South Coast (primarily operated by Go Ahead GTR).

Services to the Midlands and North are currently operated by the Cross Country Franchise. These run on the Bournemouth main line to Reading via Basingstoke. Whilst train service frequency is generally good, overcrowding is a significant issue, as train lengths are shorter than equivalent Inter City routes to / from London. The new Cross Country franchise is due to start in 2019 and provides an opportunity to secure significant service enhancements. These should include:

- Increased capacity to address existing overcrowding problems and future growth;
- Seeking opportunities for new services, including opportunities provided by new infrastructure. For example, East West Rail will provide direct access to the West Coast Main Line and Midland Main Line, allowing through services to destinations not currently served by the Cross County franchise (e.g. Milton Keynes). The completion of HS2 towards the end of this franchise period will release capacity on the West Coast Main Line;

The County Council will continue to support other relevant infrastructure, including the Electric Spine project, which would enable electric operation of a significant part of the Cross Country network.

Great Western currently operates services to from Bristol and South Wales. A generally hourly service to / from Portsmouth is supplemented by infrequent services to / from Brighton. The new Great Western franchise is due to start in 2020 and opportunities should be sought for improved train frequency and better rolling stock on this corridor. Provision of an hourly service to / from Brighton would significantly enhance connectivity between South Hampshire and the Sussex coastal towns.

Transport for London (TfL) is currently developing proposals for Crossrail 2, which would run from Wimbledon on the South West Main Line to Alexandra Palace and Tottenham Hale in North / North East London. Crossrail 2 offers significant capacity benefits on the South West Main Line into London Waterloo. However, it is currently anticipated that in the South West, Crossrail 2 would only serve inner suburban routes. The County Council would like to see consideration of a Regional Plus option. This would, for example, allow through services to operate between the knowledge clusters in Basingstoke / Farnborough and Cambridge / Stansted.

As noted in the previous section, Heathrow Southern Rail Access has the potential to deliver wider connectivity benefits. The private sector led Heathrow Southern Railway proposal envisages through services between North Hampshire / Surrey to Old Oak Common and London Paddington. Old Oak Common in particular will be a

significant hub with HS2 and Crossrail Queen Elizabeth services and the County Council would support such connectivity improvements.

Freight Movements to / from the Port of Southampton

Hampshire County Council will support infrastructure improvements to increase the proportion and volume of freight carried by rail to / from the Port of Southampton.

Freight services in Hampshire are dominated by container and automotive traffic to / from the Port of Southampton. These primarily run to / from the Midlands and North via Basingstoke, Reading, Oxford and Banbury. Previous investment, particularly gauge enhancement work, has significantly increased rail freight's modal share for container traffic. Given the long distance of many freight services, infrastructure improvements are required along the whole corridor, extending outside Hampshire.

The County Council will support ongoing and further infrastructure investment to allow an increase in the proportion and volume of freight traffic to increase. The Wessex Route Study has identified a number of short and longer term interventions that will be required to achieve this and the County Council supports the delivery of these in a timely manner. These include:

- Completion of infrastructure enhancements to allow 775m length trains to operate;
- Grade separation at Basingstoke;
- Provision of dynamic passing loops between Basingstoke and Winchester;
- Completion of East West Rail to provide direct access to the West Coast and Midland Main Lines from Oxford;
- Provision of alternative gauge enhanced route to bypass Reading to Basingstoke route, if this is unavailable; and
- Delivery of the Electric Spine project to allow electric operation of freight services.

Improving Links within Hampshire

Improved Rail Connectivity in Southern Hampshire

Working through the Solent Transport Partnership and Transport for the South East, the County Council will seek to secure improvements to rail connectivity in Southern Hampshire, including:

- Improved frequencies for local rail services;
- Improved East West connectivity between Portsmouth and Southampton, including better rail accessibility to Southampton Airport from the east;
- Examining more radical options for improving rail connectivity, including the scope for tram train operation;
- Re-opening stations or lines to passenger services, where a Business Case can be made;
- Integrating local rail services with other public transport modes, to provide seamless journeys;

- Seeking opportunities for rail based Park and Ride schemes; and
- Working with local partners to provide station and interchange improvements.

The 2011 Census data shows that rail currently has a relatively low modal share (4.7%) for the Journey to Work within Hampshire, although this has increased from 3.5% in 2001. Even where rail routes do exist on key commuter routes, train frequencies for local services are often relatively poor and unattractive, with many local services only running on an hourly basis. However, there is also clear evidence that where train frequencies are better and / or journey times are competitive compared to congested parallel road corridors, rail usage levels are much higher.

In South Hampshire, where the proportion of rail journeys to / from London is much lower, some example of above average levels of rail usage include Brockenhurst (9.5%), Eastleigh Central (9.1%), Havant Town Centre (8.2%), Emsworth (7.3%), Fareham North (6.9%) and Hedge End Grange Park (6.8%). The consistent factors that are driving these higher levels of rail use are good quality train services (i.e. frequent and with competitive journey times) to major employment centres, including, for example, Portsmouth, Southampton and Winchester. This clearly demonstrates that given the right conditions, rail can have a much higher modal share and that extension of these conditions to other parts of the Hampshire network will drive further growth in rail usage.

Whilst full details are still awaited of the service enhancements proposed by First MTR for the South Western franchise, improving the service frequency of local services is key to increasing their attractiveness. It is possible that more radical solutions, such as tram trains, may provide a more attractive option than conventional rail services.

Within South Hampshire, East to West connectivity is relatively poor, with uncompetitive journey times between Portsmouth and Southampton and the lack of direct services from the east to Southampton Airport. First MTR is proposing a new Portsmouth to Weymouth service, which could improve connectivity, although full details are still awaited. Further improvements in journey time and frequency will be necessary to make rail more attractive for east to west journeys in South Hampshire.

In terms of new stations or lines, these could be appropriate, if it can be demonstrated that the usage levels can demonstrate sufficient Value for Money to justify the additional investment required to bring the services forward.

Improved connectivity with other modes is important, as rail often forms only one leg of a multi-modal journey. First MTR is proposing more smart ticketing, although full details are awaited.

Park and Ride may also provide an opportunity to intercept car based trips before they enter a congested urban area, where rail services can have a competitive journey time advantage.

Finally, the County Council will continue to work with rail industry partners to secure station and interchange improvements across Hampshire. This will build on a number of successfully implemented schemes.

Improved Rail Connectivity in Northern Hampshire

Working with relevant partners, the County Council will seek to secure improvements to rail connectivity for journeys within North Hampshire, including:

- Improved frequencies for local rail services;
- Integrating local rail services with other public transport modes, to provide seamless journeys; and
- Working with local partners to provide station and interchange improvements.

The rail service in North Hampshire has a greater focus on journeys to / from London than South Hampshire. However, rail still has important role to play for other journeys. For example, 6% of people working in Central Basingstoke arrive by train and for people living outside the Borough, this rises to 13%.

Train service frequency in North Hampshire is generally at least every half hour on most routes, so there is less scope for improvements here compared to South Hampshire, although further frequency improvements would help make services more attractive.

In terms of integration with other public transport modes and delivering station and interchange improvements, the same issues apply in North Hampshire to South Hampshire.

Improving Rail Passenger Experience

Whilst the quality of the train service has a significant role in making rail services an attractive option, it is also important that the right ticketing options are available and that there is good quality interchange with other modes, as rail journeys invariably involve transfer to other modes of travel at each end of the journey.

Working with relevant partners, the County Council will seek to secure wider improvements to the rail passenger experience, including:

- Ensuring that TOCs provide appropriate ticketing for passengers, including:
 - Smart ticketing;
 - Flexible season tickets; and
 - Integrated tickets with other public transport modes, to provide a seamless journey experience.
- Station improvements, including:
 - Better waiting and other facilities;
 - Increased accessibility for mobility impaired people; and
 - Better interchange facilities with other modes, including improved car and cycle parking facilities, high quality links to local bus services and higher quality walking and cycle accessibility.

The South Western franchise dominates ticketing within Hampshire, setting the fares for most journeys. Whilst full details are awaited, First MTR has indicated that a number of innovative ticketing products will be made available, including:

- Mobile barcode tickets;

- Smartcards, including pay-as-you-go functionality; and
- Flexible Season tickets

The County Council will seek to work with First MTR to ensure that appropriate ticketing products are available. It will also seek to influence the ticketing associated with other franchises serving Hampshire, particularly when these come up for renewal.

Through the good relationships that the County Council has built up with rail industry partners, there has been a good track record of delivering station and accessibility improvements across Hampshire. The County Council will continue this work, seeking any funding opportunities that arise.

The County Council will seek to continue its close work with Community Rail Partnerships, although is looking for these to move to a self funded model.

Summary

This Rail Position Statement has outlined the key issues for Hampshire. The rail industry is a fast moving world and this document will be updated on an ongoing basis to reflect this.

The First MTR South Western Railway franchise, which starts on the 20th August 2017, appears to provide a number of opportunities for Hampshire. These include train frequency and journey time enhancements and more innovative ticketing options. More specific details on these enhancements will emerge in the near future.

In the short to medium term, the following issues are a priority:

- To inform the Parliamentary debate on the Airports National Policy Statement, following on from the recent consultation, and reiterating the case for delivery of both the Western Rail Access and Southern Rail Access to London Heathrow in a way that not only serves London but also services from the south west.
- Responding to Network Rail's consultation, expected later this year, on its proposed investment programme for CP6; and
- Responding to consultations on future franchise specifications for the new Cross Country franchise, due to be awarded in July 2019, and the new Great Western franchise, due to be awarded in April 2020.

For all these issues, it is important that the County Council does not make the case for any improvements in isolation. In particular, the new sub national transport body, TfSE will have an increasingly important role in promoting strategic infrastructure enhancements (including rail enhancements) and specifying rail franchises. The County Council needs to ensure that TfSE actively prioritises and promotes rail enhancements that will benefit Hampshire.

The County Council should also continue its excellent working relationship with rail industry partners, that has previously delivered many improvements.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Hampshire Preliminary Flood Risk Assessment - Review
Report From:	Director of Economy, Transport and Environment

Contact name: Stephen Blyth

Tel: 01962 846777

Email: stephen.blyth@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to set out the background and outcomes from the review of Hampshire's Preliminary Flood Risk Assessment (PFRA) and seek Executive Member approval for the updated assessment.
- 1.2. The Flood Risk Regulations 2009 require all Lead Local Flood Authorities (LLFAs) such as Hampshire County Council to prepare and adopt a PFRA. The PFRA provides a high level summary of significant local flood risk i.e. flooding from surface runoff, groundwater and ordinary watercourses and any interaction these sources have with main rivers and the sea. All LLFA PFRAs were adopted in 2011. Importantly, the Regulations set in motion a six yearly assessment, mapping and planning cycle that begins this year with the review of all PFRAs.
- 1.3. A key feature of the first round of PFRAs was the identification of areas at significant flood risk (in a national context), known as Flood Risk Areas (FRA's), for which a Flood Risk Management Plan (FRMP) would have then subsequently needed to have been produced. The Environment Agency, working with relevant LLFAs, published the first set of FRMPs in March 2016. However, based on the criteria at the time, Hampshire did not have any such areas. For this review cycle new criteria have been established. As a result an Indicative Flood Risk Area is now proposed across the Hampshire/Surrey border along the River Blackwater around Farnborough and Hawley in Hampshire, and Camberley, Frimley and Mytchett in Surrey. The County Council accepts the principle of a FRA in this locality. However, as further work is undertaken it may prove necessary to seek to refine the FRA boundary. Work to progress the FRA will involve working in partnership with the Environment Agency and Surrey County Council.
- 1.4. Every LLFA is required to review both its PFRA and its identification of FRAs. The review utilises a standard self-assessment form and addendum

template (both attached) to avoid the need to produce an entirely new PFRA and thereby reduce the burden on LLFAs.

2. Contextual Information

2.1. The Flood Risk Regulations 2009 implement the EU floods directive in England and Wales. They provide a framework for managing flood risk, comprising:

- Preliminary flood risk assessment (PFRA);
- Identification of areas of potential significant risk, referred to as flood risk areas (FRAs);
- Mapping of flood hazards and risk; and
- Flood Risk Management Plans (FRMPs) for any FRA, setting out measures and actions to reduce the risk.

The Regulations state that each of the above four elements must be reviewed, and updated where necessary, at least every 6 years.

2.2. In 2011 each LLFA completed a PFRA and where applicable identified FRAs for significant local flood risk primarily surface water runoff, groundwater and ordinary watercourses (any watercourse including ditches and streams that are not identified as Main Rivers on the Defra register). The PFRA provides a high-level summary of significant flood risk, based on available information, describing both the probability and consequences of past and future flooding. Since 2011, LLFAs have developed Local Flood Risk Management Strategies (LFRMS). Hampshire adopted its LFRMS in July 2013. The PFRA helped inform and provide the evidence to establish the risk assessment for the Hampshire LFRMS. The PFRA review is intended to ensure that those assessments remain up to date and fit for purpose.

2.3. For the review LLFAs are required to fill out a self assessment form and addendum template (attached) to enable a consistent and efficient response and avoid the need to produce a new PFRA. The self assessment prompts LLFAs to:

- Demonstrate flood risk data collection and management systems are in place;
- Summarise the main changes in understanding flood risk compared to 2011;
- Update the statements of flood risk from the original report to reflect current understanding;
- Update annexes to our original PFRA to record past floods since 2011 and new information on potential future floods;

- Confirm the FRAs; and
- Complete an addendum template to update the PFRA.

3. Indicative Flood Risk Area in Hampshire

- 3.1. A key purpose of the PFRA is to identify any nationally significant Flood Risk Areas (FRAs). In 2011 the threshold for significance used to determine such areas was around population clusters where the number of people at flood risk from a 1 in 200 year event would exceed 30,000 and/or where the number of critical services (including schools, hospitals, nursing homes, power stations) would exceed 150. However, based on this criteria Hampshire did not have any FRAs identified within its administrative area, and accordingly, was not required to produce a FRMP. Nevertheless this has not precluded the investigation of flood events or areas in Hampshire known to be at high risk of flooding that were not identified through the PFRA process
- 3.2. In 2010 thresholds for FRAs for local sources of risk were set very high which resulted in only 10 FRAs being identified across England (as outlined above none were in Hampshire). This was to constrain the number of LLFAs involved in the first cycle. These FRAs were then subject to further investigation through mapping of flood hazards and risk, and development of risk management actions that are now being implemented through FRMPs for 2016 to 2021.
- 3.3. FRAs in the first cycle focussed on areas with the highest levels of risk. For the second cycle the focus has been widened. Defra has provided ministerial guidance on significant risk for identification of FRAs. The approach uses a similar clustering methodology to that used in 2010, and is supplemented with information based on the 'communities at risk' approach developed by the Environment Agency, which in turn is based on Office for National Statistics built-up area (BUA) and built-up area sub-divisions (BUASD). This has resulted in more indicative FRAs for the second cycle than in the first and includes for the first time in an Indicative FRA in Hampshire. The Indicative FRA is located across the Hampshire/Surrey border along the River Blackwater around Farnborough and Hawley in Hampshire and Camberley, Frimley and Mytchett in Surrey (refer to Map 1).
- 3.4. Officers have reviewed the Indicative FRA boundary and compared this with the information held for this area. This included:
 - Topographical and natural catchment boundary areas;
 - Flooding reports;
 - Surface Water Management Plan for Rushmoor Borough Council; and
 - existing infrastructure boundaries.
- 3.5. On the basis of this review the County Council accepts the principle of a FRA in this locality. A draft Surface Water Management Plan (SWMP) for

Rushmoor was published in 2012. This assessed flood risk on a ward basis. However, in December 2014 Cabinet approved a shift in approach to assessing flood risk on a catchment basis. This seeks to provide a more joined up and integrated approach to flood risk management by all authorities, agencies and communities. The Loddon catchment (the River Blackwater is a tributary of the Loddon) is likely to be a high priority as the authority develops its future programme of catchment plans and therefore, will enable the catchment plan to inform the development of the FRMP. Progressing the FRMP will require working in partnership with both the EA and Surrey County Council. As further work is undertaken it may prove necessary to seek to refine the FRA boundary in order to have regard to the natural watershed and better reflect the hydrology of the area.

4. Other issues - Past and Potential Future Flood Events

- 4.1. As part of the review process the County Council has also to provide information on past flood events i.e. any flood events that have occurred since publication of its PFRA in 2011 that have added to or changed its understanding of flood risk in the county (refer to Annex 1). The information contained in the annexe is based on the Section 19 (Flood and Water Management Act 2010) Investigations undertaken by the County Council which are undertaken in response to 'significant' flooding events i.e. Buckskin Basingstoke, Romsey, Wickham and Fleet. All Section 19 reports are published on the County Council's website.
- 4.2. Finally, the authority has to provide any new information on potential future flood risk gathered since 2011 (refer to Annex 2). The information contained in the annexe is based on an assessment of flood risk across the county using the Risk of Flooding from Surface Water map published in 2013.

5. Future Direction

- 5.1. A consequence of this review cycle is that the County Council will now have to undertake mapping of flood hazards and risk and prepare a Flood Risk Management Plan for the Farnborough/Hawley FRA. However, at this moment the approach to the second cycle FRMPs is not yet decided. It is understood that this is likely to differ from the first cycle as a consequence of ambitions for more integrated catchment management, and the desire for better alignment with local strategies.

6. Recommendation

- 6.1. That the review of Hampshire's Preliminary Flood Risk Assessment be approved for submission to the Environment Agency to meet the County Council's legal obligations under the Flood Risk Regulations.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	No
Maximising well-being:	Yes
Enhancing our quality of place:	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.)

DocumentLocationFlood Risk Regulations 2009

<http://www.legislation.gov.uk/uksi/2009/3042/contents/made>

Preliminary Flood Risk Assessment - Executive Member Report 7 June 2011

http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=2923&tab=2&co=&confidential=

Preliminary Flood Risk Assessment 2011

<http://documents.hants.gov.uk/flood-water-management/watercourses/PFRARportsavedJan2016.pdf>

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

This paper sets out the outcomes of the review of Hampshire's Preliminary Flood Risk Assessment. It is considered that the review will have no impact on groups with protected characteristics as the review is based on the risk of flooding in a geographical location(s) and is not based on groups or individuals.

2. Impact on Crime and Disorder:

2.1. The Review of Hampshire's Preliminary Flood Risk Assessment will have no impact on crime and Disorder.

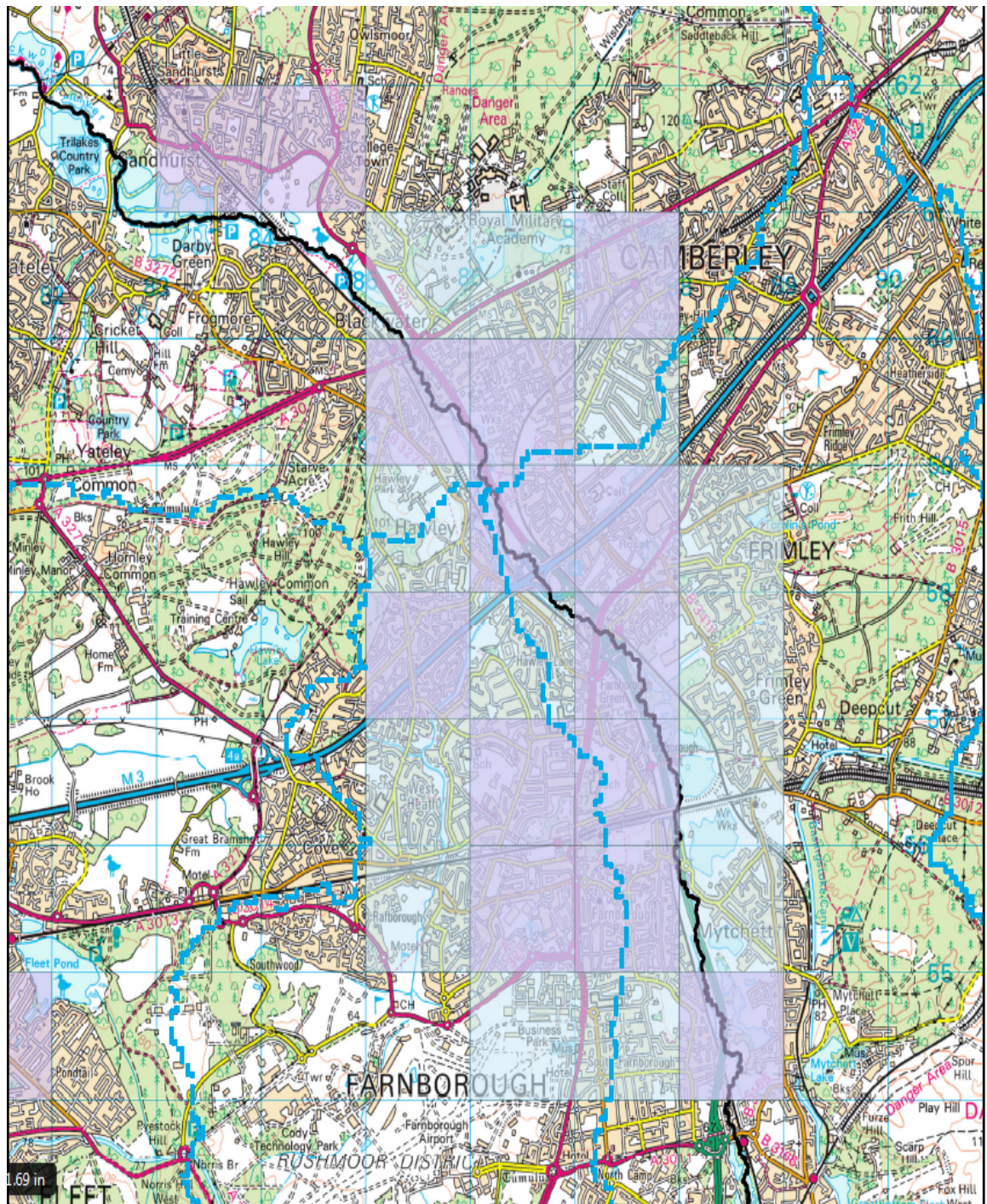
3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption? No impact.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The frequency of flood events and their severity is predicted to increase with the effects of climate change. The review of the Preliminary flood Risk Assessment will help inform the review of our Local Flood Risk Management Strategy and in turn support communities to become more resilient to flooding events.

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Map 1: 'Farnborough' Indicative Flood Risk Area



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Preliminary flood risk assessment review

Self-assessment form

January 2017

This self-assessment form is provided to enable each lead local flood authority (LLFA) in England to complete the first review of its preliminary assessment report and identification of flood risk areas (FRAs), as required by the Flood Risk Regulations (2009).

Who should complete this self-assessment?

Every LLFA in England should complete parts A, C and D of the self-assessment form and submit it, with the additional information requested in sections C3 and C4, to the appropriate Environment Agency Partnership and Strategic Overview team **no later than 22 June 2017**.

All LLFAs should **read the guidance document 'Preliminary flood risk assessment review: guidance for lead local flood authorities in England'** before completing the self-assessment form.

Part A - LLFA contact information

Name of LLFA	Hampshire County Council
Name of LLFA officer submitting the assessment	Stephen Blyth
Job title	Policy and Strategy Project Officer
Telephone number	01962 846777
Email address	Stephen.blyth@hants.gov.uk
Name of LLFA officer approving the assessment	Clare Mills
Job title	Flood and Water Manager
Date submitted to Environment Agency	22nd June 2017
Link to PFRA report 2011	Preliminary Flood Risk Assessment (PFRA)

Part B - to be completed by the Environment Agency

Name of Environment Agency officer receiving the completed assessment	
Job title	
Date assessment received from LLFA	
Date assessment agreed with LLFA	

Part C - LLFA self-assessment

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
1. Governance and partnership	1.1 Since publication of the PFRA in 2011, have there been any changes to, or creation of new, risk management authorities (RMAs) with responsibilities in the LLFA area?	No		N/A
	1.2 Are all roles and responsibilities for collecting and recording flood risk data and information clearly defined, including the respective roles and responsibilities of upper and lower tier authorities and other RMAs where relevant?	Yes	Roles and responsibilities for data collecting and recording are clearly defined and understood. RMA roles and responsibilities are outlined in relevant documentation and websites.	
2. Data systems and management	2.1 Do you have an up to date record of relevant sources of flood risk data and information for the LLFA area, including those held by other organisations?	Yes	<p>Relevant 'flooding' GIS layers updated when new national information is made available.</p> <p>HCC maintain an up to date database/GIS record of flooding incidents reported to its Highways teams and Flood and Water Management Team.</p> <p>The public can report instances of flooding or drainage issues via the County Council's website Flood and Water Management or Highways website.</p>	
	2.2 Have sources of 'locally agreed surface water information' been established and maintained	Yes	Partner agreement on 'sources of locally agreed surface water information ' established for the production of our	

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
	for the LLFA area and agreed with relevant partners?		<p>Preliminary Flood Risk Assessment (PFRA), Surface Water Management Plans (SWMPs) and Local Flood Risk Management Strategy (LFRMS).</p> <p>Sources of information are reviewed when necessary to ensure the most up to date and relevant data is used.</p>	
	2.3 Are systems in place to collect, record and share data and information for the purpose of assessing flood risk in the LLFA area?	Yes	<p>One of the key aims of the Hampshire Strategic Flood and Water Management Partnership Board established by the County Council in 2011 is 'To develop and share information and ensure appropriate systems and procedures are in place to facilitate the effective management of flood risk in Hampshire and to enable the County Council and its partners to undertake their functions in relation to flood risk management.</p> <p>Hampshire County Council complies with the Data Protection Act 1998 and is a registered Data Controller (Reg. No Z7534309), consequently, data collection, records and sharing of data subject to relevant requirements and restrictions.</p>	
	2.4 Are systems in place to assure the quality and security of data and information recorded for the purpose of assessing flood risk in the LLFA area?	Yes	<p>As part of the quality assurance process and procedures all data classed as sensitive or restricted is highlighted and stored on secure local servers. The quality assurance record also includes information on update requirements and any specific requirements on data usage.</p>	

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
	2.5 Do you understand the condition and performance of the public, third party and private assets in your register in terms of flood risk?	Yes	At present HCC Flood Risk Register contains only HCC and EA assets. All HCC highway assets have an agreed maintenance schedule. EA also has a maintenance programme published on Gov.UK.	
3. Past floods since Dec 2011 only) Information on past floods since 2011 is required for reporting to the European Commission	3.1 Have any flood events occurred since publication of the original PFRA report in December 2011 that have added to or changed your understanding of significant flood risk in the LLFA area? See the guidance document on which floods to report.	Yes	Do not populate this box. Provide details of relevant floods by updating annex 1 Past floods of your original PFRA report to include relevant floods since 2011. Information from your updated annex 1 will be used for reporting to the European Commission.	Annexe 1 populated with the outcomes of Hampshire County Council Section 19 Investigations for: Romsey; Buckskin, Basingstoke; Wickham; and Fleet.
	3.2 Has your current understanding of significant flood risk in the LLFA area changed as a result of the consequences of floods that have occurred since 2011? How?	Yes	If yes, complete this box and copy your statement to the relevant section of the PFRA addendum template at the end of this document. Since publication of Hampshire's PFRA in 2011 the Authority's understanding of significant flood risk has changed in respect to one specific location in Hampshire. The winter of 2013/14 was reported by the England and Wales Precipitation Series as being the wettest on their records (records began in 1766). This exceptional weather arrived following a wetter than average 2012 and 2013 which in turn were preceded by 4	Since the flood event a Multi-agency approach instigated to assess and develop a potential scheme to address flood risk at Buckskin. Preliminary scheme design in progress. Indicative FCERM funding identified in the FCERM GiA 6 year capital programme (2015/16 - 2020/21). Seeking Local Levy from Thames RFCC. The County Council and others have also indicated that subject to a cost/beneficial scheme that they will contribute towards scheme costs.

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
			<p>years of very much dryer than average years between 2008 and 2012 rendering the ground susceptible to groundwater and surface water flooding.</p> <p>Between 7th February and the end of March 2014 flooding occurred at Buckskin a residential area in the north western sector of Basingstoke town. 45 properties were reported as flooding (36 internally and 9 externally). Using the flooding incident maps created it is estimated that up to 88 properties could have been flooded.</p> <p>A Section 19 investigation determined that the flooding was instigated by high groundwater levels which caused a dormant spring to become active and the surface water drainage, formed of soakaways, not to function. This in turn caused runoff to follow the historic river course and accumulate in low lying developed areas.</p> <p>There were 36 properties that reported foul flooding at their property indicating that the foul sewer network was unable to cope with the inundation from the groundwater and surface water flooding.</p> <p>Groundwater modelling has identified 181 properties at risk of groundwater flooding once in 46 years.</p> <p>Although Hampshire's LFRMS assessed the overall flood risk from local sources at Buckskin as 'High' (ranked 20th), it was not</p>	

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
			in the top 50 sites for groundwater flood risk.	
4. Future flood information Information on future floods is required for reporting to the European Commission	4.1 Have you created or received new information on potential future floods that has added to or changed your understanding of significant flood risk in the LLFA area since publication of your original PFRA report in 2011?	Yes	<p>Do not populate this box.</p> <p>Provide details by updating annex 2 Future floods of your original preliminary assessment report to include relevant new information since 2011.</p> <p>Information from your updated annex 2 will be used for reporting to the European Commission.</p>	Annexe 2 updated using the Environment Agency's Risk of Flooding from Surface Water flood map.
	4.2 Have you created or received new information to improve the understanding of the future impact of climate change on flood risk in the LLFA area?	Yes	<p>In February 2016 Government published revised climate change allowances. This advice updated previous climate change allowances to support NPPF.</p> <p>https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</p> <p>In addition the Environment Agency has carried out an analysis at the national level to compare the number of people at risk from surface water flooding from a rainfall event with a 1% chance of occurring in any one year to the number at risk from an event with a 0.1% chance of occurring in any year.</p>	<p>The revised allowances for the South East River Basin District are used when undertaking our roles and responsibilities under the F&WMA along with our role as a statutory consultee in respect to major developments.</p> <p>The revised allowances and 'heat map' will be used to help inform the review of our Local Flood Risk Management Strategy that is currently in progress.</p>
	4.3 Have you created or received new information on long term developments to improve your understanding of flood risk in the	Yes	The National Planning Policy Framework (March 2012) sets out the Government's planning policies for England and how these are expected to be applied.	

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
Page 121	LLFA area?		<p>In respect to flooding the aim is to prevent new development from increasing flood risk i.e. inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere (refer to Section 10: Meeting the challenge of climate change, flooding and Coastal change).</p> <p>As a statutory consultee for major developments and consenting works to ordinary watercourses the County Council as a Lead Local Flood Authority is working with developers to reduce flood risk through the planning process.</p> <p>The County Council also recommends that district and borough councils treat the LFRMS as an important 'material consideration' in the planning process. The Strategy should be referred to in Local Plans and decisions and should help influence the location, design and layout of new developments. The measures identified in the LFRMS Action Plan should be considered when local planning authorities prepare infrastructure assessments and Community Infrastructure Levy (CIL) Charging Documents.</p>	
	4.4 Has your understanding of flood risk in the LLFA area	Yes	Complete this box and copy your statement to the relevant section of the PFRA	The review of Hampshire's LFRMS will be informed by the allowances and analysis.

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 122</p>	<p>changed since 2011 as a result of new information on the potential consequences of future floods, the impact of climate change or long term developments? How?</p>		<p>addendum template at the end of this document.</p> <p>Hampshire's Local Flood Risk Management Strategy adopted in July 2013, provides a detailed assessment of local flood risk in the county. In 2016 the County Council commenced a review of its LFRMS to coincide with the PFRA review process. The strategy will adopt a catchment-based approach to flood risk, around catchment areas of natural drainage basins irrespective of administrative boundaries and be informed by the latest information available.</p> <p>This will include revised climate change allowances published in 2016 to support NPPF.</p> <p>https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</p> <p>Hampshire has a known history of groundwater flooding. During winter 2000/2001, over 100 towns and villages across the county suffered significant flooding with over 400 properties flooded with significant disruption and damage to infrastructure. Rainfall during 2012 reached a record high for England. From November 2012 onward groundwater levels in Hampshire rose leading to the issue of groundwater flood alerts by the Environment Agency. The worst affected areas appear to have been in the eastern part of the County in the Wallington and Lavant catchments.</p>	

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
Page 123			<p>More prevalent were problems related to the ingress of groundwater into the mains sewage systems. These problems were more widespread, occurring to the East of the county e.g. Hambledon and to the North e.g. St. Mary Bourne. The Hampshire Groundwater Management Plan Final Draft October 2013 provides an assessment of the risk from groundwater flooding.</p> <p>The Environment Agency has also carried out an analysis at the national level to compare the number of people at risk from surface water flooding from a rainfall event with a 1% chance of occurring in any one year to the number at risk from an event with a 0.1% chance of occurring in any year. The numbers of people at risk are counted per 1km grid square. The resulting 'heat map' and analysis (attached to the addendum) shows how the absolute number of people at risk increases between these two rainfall events for each 1km grid square.</p>	
<p>5. Identification of Flood Risk Areas for 2nd planning cycle</p> <p>Identified FRAs are required for reporting to the</p>	<p>5.1 Are the indicative FRAs an appropriate representation of significant surface water flood risk in your LLFA area?</p>	<p>Yes</p>	<p>One IFRA referred to as 'Aldershot' is proposed in Hampshire. However, the IFRA is centred on Farnborough (Rushmoor Borough Council), together with Hawley (Hart District Council) to the north. The IFRA also extends eastwards across the Blackwater River into Frimley, Sandhurst and Camberley (Surrey County Council).</p> <p>A Surface Water Management Plan for</p>	

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
European Commission			<p>Rushmoor was published in 2012. Two schemes within the IFRA are in the current FCERM GiA 6 year Capital investment Programme at Sycamore Road and Rectory Road, Farnborough.</p> <p>The Loddon Catchment has been identified as a priority location (subject to Executive Member ratification). This is the outcome of a prioritisation exercise using a GIS based Catchment Prioritisation tool to identify at a broad county-level scale, locations in Hampshire which should be considered for further assessment of flood risk.</p>	
	5.2 Do the consequences of flooding from other local sources , ie groundwater or ordinary watercourses, or from combined multiple sources , indicate any other areas of significant risk?	No	Based on our current understanding of combined sources of flood risk the only other potential area in Hampshire is at Basingstoke (Buckskin). However, here the County Council in partnership with the EA, local authority and community is developing a flood mitigation scheme. Subject to a cost beneficial scheme and the availability of funding it is anticipated that this will be commenced before 2020/21 (indicative GiA funding in current FCERM GiA 6 year capital programme). Therefore, it is not considered appropriate or necessary to consider Buckskin and the surrounding area as an additional new FRA.	
	5.3 Has your PFRA review identified any other information which indicates other areas of	No		N/A

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
	significant risk?			
	5.4 On the basis of the national evidence provided and your review, do you agree with the indicative FRAs for your area?	Yes	<p>Do not populate this box.</p> <p>List your FRAs in annex 3 of your original preliminary assessment report.</p> <p>If you do not agree with an indicative FRA, we advise that you engage early with the relevant Environment Agency PSO team to raise questions or concerns ahead of submitting this form (see guidance document).</p>	Hampshire County Council accepts the principle of an IFRA in the locality proposed. However, as further work is undertaken it may prove necessary to seek to refine the FRA boundary in order to have regard to the natural watershed and better reflect the hydrology of the area.
Page 125	5.5 On the basis of local evidence and your review, are you amending or identifying any additional FRAs for your area?	No	<p>Do not populate this box.</p> <p>List additional FRAs in annex 3 of your original preliminary assessment report.</p> <p>If you are amending, or proposing additional, FRAs, this should first be discussed with the relevant Environment Agency PSO team ahead of submitting this form.</p>	N/A

PFRA report section	Activity for PFRA/FRA review	Yes/No	Summary description	Actions planned in response
6. Updating the original preliminary assessment report using the template addendum (see also Part D) Updates are required for reporting to the European Commission	6.1 Have you completed an addendum to update your preliminary assessment report?	Yes	Do not populate this box. Complete the addendum template provided below	N/A

Part D Template for addendum to update the original Preliminary Flood Risk Assessment report

ADDENDUM

Update to the preliminary flood risk assessment report for Hampshire County Council

The preliminary flood risk assessment (PFRA) and flood risk areas (FRAs) for Hampshire County Council were reviewed during 2017, using all relevant current flood risk data and information, and agreed with the Environment Agency on XX December 2017.

Changes to the assessment of risk since the preliminary assessment report was published in 2011 are described in the statements in this addendum.

The annexes to the preliminary assessment report have been reviewed and updated to show relevant new information since 2011.

Past flood risk

Since publication of Hampshire's PFRA in 2011 the Authority's understanding of significant flood risk has changed in respect to one specific location in Hampshire.

The winter of 2013/14 was reported by the England and Wales Precipitation Series as being the wettest on their records (records began in 1766). This exceptional weather arrived following a wetter than average 2012 and 2013 which in turn were preceded by 4 years of very much dryer than average years between 2008 and 2012 rendering the ground susceptible to groundwater and surface water flooding.

Between 7th February and the end of March 2014 flooding occurred at Buckskin a residential area in the north western sector of Basingstoke town. 45 properties were reported as flooding (36 internally and 9 externally). Using the flooding incident maps created it is estimated that up to 88 properties could have been flooded.

A Section 19 investigation determined that the flooding was instigated by high groundwater levels which caused a dormant spring to become active and the surface water drainage, formed of soakaways, not to function. This in turn caused runoff to follow the historic river course and accumulate in low lying developed areas.

There were 36 properties that reported foul flooding at their property indicating that the foul sewer network was unable to cope with the inundation from the groundwater and surface water flooding.

Groundwater modelling has identified 181 properties at risk of groundwater flooding once in 46 years.

Although Hampshire's LFRMS assessed the overall flood risk from local sources at Buckskin as 'High' (ranked 20th), it was not in the top 50 sites for groundwater flood risk

Since the flood event a Multi-agency approach instigated to assess and develop a potential scheme to address flood risk at Buckskin. Preliminary scheme design in progress. Indicative FCERM funding identified in the FCERM GiA 6 year capital programme (2015/16 - 2020/21). Seeking Local Levy from Thames RFCC. The County Council and others have also indicated that subject to a cost/beneficial scheme that they will contribute towards scheme costs.

Future flood risk

Include here the statement of risk from your PFRA review self-assessment form

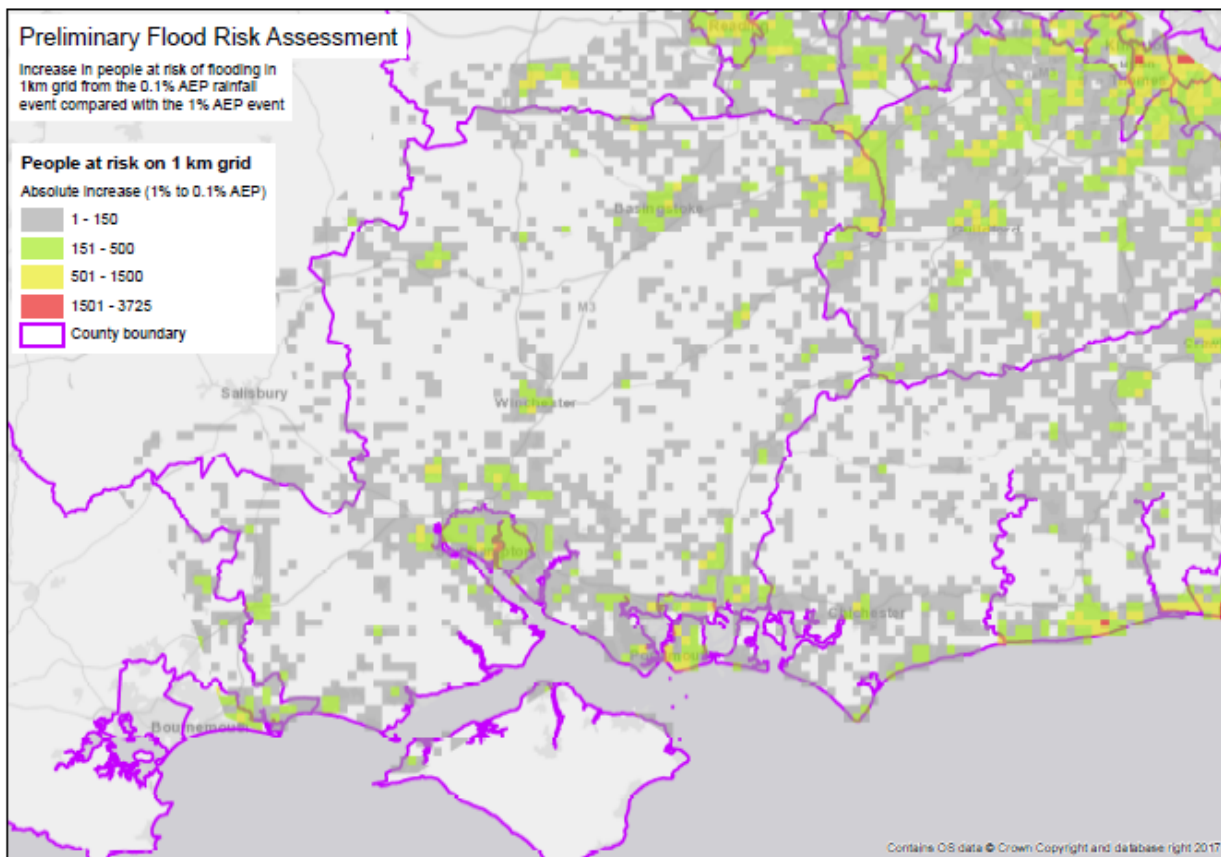
Hampshire's Local Flood Risk Management Strategy adopted in July 2013, provides a detailed assessment of local flood risk in the county. In 2016 the County Council commenced a review of its LFRMS to coincide with the PFRA review process. The strategy will adopt a catchment-based approach to flood risk, around catchment areas of natural drainage basins irrespective of administrative boundaries and be informed by the latest information available.

This will include revised climate change allowances published in 2016 to support NPPF.

<https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

Hampshire has a known history of groundwater flooding. During winter 2000/2001, over 100 towns and villages across the county suffered significant flooding with over 400 properties flooded with significant disruption and damage to infrastructure. Rainfall during 2012 reached a record high for England. From November 2012 onward groundwater levels in Hampshire rose leading to the issue of groundwater flood alerts by the Environment Agency. The worst affected areas appear to have been in the eastern part of the County in the Wallington and Lavant catchments. More prevalent were problems related to the ingress of groundwater into the mains sewage systems. These problems were more widespread, occurring to the East of the county e.g. Hambledon and to the North e.g. St. Mary Bourne. The Hampshire Groundwater Management Plan Final Draft October 2013 provides an assessment of the risk from groundwater flooding.

The Environment Agency has also carried out an analysis at the national level to compare the number of people at risk from surface water flooding from a rainfall event with a 1% chance of occurring in any one year to the number at risk from an event with a 0.1% chance of occurring in any year. The numbers of people at risk are counted per 1km grid square. The resulting 'heat map' (see below) shows how the absolute number of people at risk increases between these two rainfall events for each 1km grid square.



Absolute percentage increase in the number of people at risk of flooding for 0.1 AEP (1000 year) rainfall event compared with 1% (100 year) event

Rank	LLFA Name	Residential props_100	Residential props_1000	Non residential props_100	Non residential props_1000	Key Services (incl elec)_100	Key Services (incl elec)_1000	Num People_100	Num People_1000	Absolute increase between 1 in 100 and 1 in 1000	Percentage increase in people at risk
105	Hampshire County	13,055	51,348	1,532	4,982	104	413	30,549	120,154	89,605	293

Note: Portsmouth City Council is ranked 1st and Southampton is 37th compared to Hampshire's 105th ranking out of 151 authorities overall.

Flood risk areas (FRAs)

The following FRAs have been identified for the purposes of the Flood Risk Regulations (2009) 2nd planning cycle (if no FRAs are identified, please state this here).

An Indicative Flood Risk Area (iFRA) referred to as 'Aldershot' is proposed in Hampshire. However, the iFRA is centred on Farnborough (Rushmoor Borough Council), together with Hawley (Hart District Council) to the north. The iFRA also extends eastwards across the Blackwater River into Frimley, Sandhurst and Camberley (Surrey County Council).

Other changes

Include any other updates which you consider important in relation to the assessment of flood risk in your area eg a change in the governance or structure of flood risk management in the LLFA area from those described in the original report.

N/A

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Preliminary assessment report spreadsheet: instructions

Introduction: This spreadsheet contains 3 sheets, for reporting details of a preliminary assessment report. The sheets are labelled Annex 1, 2 and 3 and should remain so. This Environment Agency's PFRA Guidance should be referred to when completing the Annexes. Reporting information on past floods (Annex 1) is described in section 3.4 of the PFRA Guidance. Reporting information on future floods (Annex 2) is described in section 3.5 of the PFRA Guidance. Note that information might not be available for many of the optional fields in Annexes 1 and 2. Reporting information on Flood Risk Areas (Annex 3) is described in section 4.4 of the PFRA Guidance. If a PFRA does not identify a Flood Risk Area, Annex 3 does not have to be completed.

Please select a Lead Local Flood Authority from the following list:

Note that only one LLFA name can be selected. Where several LFFAs are working together, select one of the LFFAs, and then list the others below. If a particular LLFA is leading the exercise then it should be identified in the box in row 15. If there is no particular lead then it does not matter which one is selected; for example you might enter the LLFA that comes first among the group alphabetically.

Select here: Barking and Dagenham

Working with: *(only complete this box where several LFFAs are working together to produce a PFRA)*

For Annexes 1, 2 & 3: **Mandatory content to meet European Commission reporting requirements is shown in red.**

If an optional field is not applicable, record "Not applicable" or "NA".
If an optional field is not known, record "Unknown".

For Annex 1:

Note that only past floods with significant consequences need to be reported in Annex 1. Each past flood record must have significant consequences for at least one type of consequence (human health, economic, environment, or cultural). Some information on past floods is optional, but only for this first PFRA cycle. In future cycles, the European Commission will require more information to be reported for floods that occur after 22 Dec 2011. This is shown by the fields labelled "Optional for first cycle". LFFAs should record the following information from 22 Dec 2011: Start date, Days duration, Probability, Main source, Main mechanism, Main characteristics, and Significant consequences of flooding.

For Annex 2:

The mandatory fields in the pre-populated rows should be completed, and any local records described in additional rows.

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Annex 3 Flood Risk Areas

ANNEX 3: Records of Flood Risk Areas and their rationale (preliminary assessment report spreadsheet)								
Field:	Flood Risk Area ID	Name of Flood Risk Area	National Grid Reference	Main source of flooding	Additional source(s) of flooding	Confidence in main source of flooding	Main mechanism of flooding	Main characteristic of flooding
Mandatory / optional:	Mandatory	Mandatory	Mandatory	Mandatory	Optional	Optional	Mandatory	Mandatory
Format:	Unique number between 1-9999	Max 250 characters	12 characters: 2 letters, 10 numbers	Pick from drop-down	Max 250 characters, same source terms	Pick from drop-down	Pick from drop-down	Pick from drop-down
Notes:	A sequential number starting at 1 and incrementing by 1 for each record.	Name of the locality associated with the Flood Risk Area; a town, city, or county.	National Grid Reference of the centroid (centre point, falls within polygon) of the Flood Risk Area.	Pick the source from which there is a significant flood risk. Refer to the PFRA guidance for definitions of sources.	If there is also significant flood risk generated by another source (other than the <u>Main source of flooding</u>), report the source(s) here, using the same source terms.	Pick a broad level of confidence in the <u>Main source of flooding</u> from; 'High' (compelling evidence of source - about 80% confident that source is correct), 'Medium' (some evidence of source but not compelling - about 50% confident that source is correct) 'Low' (source assumed - about 20% confident that source is correct) or 'Unknown'.	Pick a mechanism from; 'Natural exceedance' (of capacity), 'Defence exceedance' (floodwater overtopping defences), 'Failure' (of natural or artificial defences or infrastructure, or of pumping), 'Blockage or restriction' (natural or artificial blockage or restriction of a conveyance channel or system), or 'No data'.	Pick a characteristic from; 'Flash flood' (rises and falls quite rapidly with little or no advance warning), 'Natural flood' (due to significant precipitation, at a slower rate than a flash flood), 'Snow melt flood' (due to rapid snow melt), 'Debris flow' (conveying a high degree of debris), or 'No data'. Most UK floods are 'Natural floods'.
Example:	1	London	SX1234512345	Surface runoff	NA	High	Natural exceedance	Natural flood
Records begin here:		1 Aldershot, Hampshire	SU8698956592	Surface runoff		High	Natural exceedance	Natural flood

Annex 3 Flood Risk Areas

Significant consequences to human health	Human health consequences - residential properties	Property count method	Other human health consequences	Significant economic consequences	Number of non-residential properties flooded	Property count method	Other economic consequences	Significant consequences to the environment	Environment consequences	Significant consequences to cultural heritage	Cultural heritage consequences
Mandatory Pick from drop-down	Optional Number between 1-10,000,000	Optional Pick from drop-down	Optional Max 250 characters	Mandatory Pick from drop-down	Optional Number between 1-10,000,000	Optional Pick from drop-down	Optional Max 250 characters	Mandatory Pick from drop-down	Optional Max 250 characters	Mandatory Pick from drop-down	Optional Max 250 characters
Has the Flood Risk Area been identified as a result of significant consequences to human health?	Record the number of residential properties where the building structure would be affected either internally or externally by the flood.	Where residential or non-residential properties have been counted, it is important to record the method of counting, to aid comparisons between counts. Choose from; 'Detailed GIS' (using property outlines, as per Environment Agency guidance), 'Simple GIS' (using property points), 'Estimate from map', or 'Observed number'.	If the Flood Risk Area has been identified as a result of other <u>Significant consequences to human health</u> , describe them (such as information about the number of critical services flooded).	Has the Flood Risk Area been identified as a result of significant economic consequences?	Record the number of non-residential properties where the building structure would be affected either internally or externally by the flood.	Where residential or non-residential properties have been counted, it is important to record the method of counting, to aid comparisons between counts. Choose from; 'Detailed GIS' (using property outlines, as per Environment Agency guidance), 'Simple GIS' (using property points), 'Estimate from map', or 'Observed number'.	If the Flood Risk Area has been identified as a result of other <u>Significant economic consequences</u> , describe them (such as information about the area of agricultural land flooded, length of roads and rail flooded).	Has the Flood Risk Area been identified as a result of significant consequences to the environment?	If the Flood Risk Area has been identified as a result of <u>Significant consequences to the environment</u> , describe them (such as information about national and international designated sites flooded, and pollution sources flooded).	Has the Flood Risk Area been identified as a result of significant consequences to cultural heritage?	If the Flood Risk Area has been identified as a result of <u>Significant consequences to cultural heritage</u> , describe them (such as information about the number and type of heritage assets flooded).
Yes	50000	Detailed GIS		No				No		No	
Yes		Simple GIS		No		Simple GIS		No		No	

Origin of Flood Risk Area	Amended Flood Risk Area rationale	New Flood Risk Area rationale	Rationale detail	European Flood Risk Area Code
Mandatory Pick from drop-down	Mandatory Pick from drop-down	Mandatory Pick from drop-down	Mandatory Max 1,000 characters	Auto-populated Max 42 characters
Pick the origin from either; 'Indicative' Flood Risk Area, 'Amended' Flood Risk Area (in which case <u>Amended Flood Risk Area rationale</u> is mandatory), or 'New' Flood Risk Area (in which case <u>New Flood Risk Area rationale</u> is mandatory).	Pick the main rationale from either; 'Geography', 'Past floods', or 'Future floods'. Then provide further detail in <u>Rationale detail</u> . This is not mandatory if the Flood Risk Area was an indicative Flood Risk Area and has not been amended, or is a new Flood Risk Area.	Pick the main rationale from either 'Past floods', or 'Future floods'. Then provide further detail in <u>Rationale detail</u> . This is not mandatory if the Flood Risk Area was an indicative Flood Risk Area.	Summarise the rationale for amending an indicative Flood Risk Area, or identifying a new Flood Risk Area. Refer to Defra & WAG guidance to LLFAs on "Selecting and reviewing Flood Risk Areas for local sources of flooding". If the Flood Risk Area was an indicative Flood Risk Area and has not been amended, record "indicative Flood Risk Area".	This field will autopopulate using the LLFA name provided on the "Instructions" tab, and the <u>Flood Risk Area ID</u> . It is an EU-wide unique identifier and will be used to report the Flood Risk Area information. Format: UK<ONS Code><A><LLFA Flood ID>. "ONS Code" is a unique reference for each LLFA. "A" indicates it is a Flood Risk Area. "LLFA Flood ID" is a sequential number beginning with 0001.
Indicative	NA	NA	indicative Flood Risk Area	UKE10000012A0001
Indicative			<p>The County Council accepts the principle of a FRA in this locality. The boundary has been reviewed and compared with the information held for this area.</p> <p>Natural watershed boundaries The Cove brook runs through the cluster boundary as indicated by the FRA area and there is an associated catchment area that feeds into the Cove brook. Whilst it is recognised that this area is heavily developed and is likely to have infrastructure such as sewers, buildings and roads that alter the more natural state.</p> <p>Existing infrastructure boundaries There are also infrastructure within the IFRA. This includes the M3, B3014 and A3011. To the east of the IFRA is the River Blackwater and the A331 Blackwater valley relief road. The river Blackwater forms the boundary between Hampshire and Surrey.</p> <p>Historical flooding There is existing flood risk associated with the main rivers in the Cove brook and the Blackwater, away from the fluvial flood risk elements, there are a number of incidents of flooding reported. There are limited reports of flooding in relation to Farnborough Airport and to the north in Hawley Common.</p> <p>At this stage in the process it is proposed to proceed with the IFRA based on the current boundary. However, as work progresses it may be necessary to amend the FRA to have regard to the natural watershed and to better reflect the hydrology of the area. Also Farnborough Airfield was investigated in some detail as part of the Rushmoor Surface Water Management Plan and the drainage on site discharges via 2 outfalls with sufficient attenuation on site to take account of the 1:100 storm event. Potentially negating the need to include the airfield within the FRA.</p> <p>Note: the IFRA is centred on Farnborough, Hampshire, it is therefore confusing and inappropriate for it to be referred to as Aldershot which is not included in the IFRA.</p>	UKE09000002A0001

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Community Transport Grant Applications 2017/18
Report From:	Director of Economy, Transport and Environment

Contact name: Kevin Ings

Tel: 01962 846986

Email: kevin.ings@hants.gov.uk

1. Executive Summary

- 1.1 This report sets out the background to the three Community Rail Partnerships in Hampshire and recommends grant awards for each Partnership in order to continue supporting their activities during 2017/18.
- 1.2 The report also outlines the background and funding history to supporting the YelaBus service in Yateley, reviews current performance, and recommends the award of a grant to YelaBus for 2017/18.

2. Contextual information

- 2.1 The County Council has previously provided grant support to three community Rail Partnerships in Hampshire – The East Hants Community Rail Partnership, the Three Rivers Community Rail Partnership, and the Lymington-Brockenhurst Community Rail Partnership. All three of the rail Partnerships are part funded from other sources e.g. rail operators and other local authorities.
- 2.2 The Partnerships aim to improve travel choices for Hampshire's residents through working together to improve rail services and facilities which will lead to greater use of local rail stations. They also encourage co-operative working between National Park Authorities, other local authorities, train companies, businesses and local volunteers.
- 2.3 Since 2006, the County Council has provided grant support to YelaBus, a long established organisation providing mini-buses for groups in Yateley, which is well regarded locally. YelaBus received substantial Lottery grant funding between 2000-2006, which enabled the scheme to employ paid drivers without the need to pass these costs on to the users of their vehicles. Other similar schemes in Hampshire use volunteer drivers or charge a premium to user groups in order to recover the extra cost of providing a paid

driver. Previous financial support from the County Council has enabled the scheme to make the transition to working as other schemes do, with greater use of volunteers or full recovery of paid driver costs, and more recent grant awards have supported the scheme on the same basis as other similar schemes in the county.

- 2.4 Operators will be reminded of the need to become more self sufficient in the future, with diminishing budgets and community rail partnerships encouraged to look at alternative sources of funding, for example the new railway franchise operator.

3. The East Hants Community Rail Partnership Grant Application

- 3.1 The East Hants Community Rail Partnership was formed in 2013 and covers the rail stations at Liphook, Liss, Petersfield and Rowlands Castle, all of which are gateways providing sustainable access to the South Downs National Park.
- 3.2 The Partnership Steering Group includes Hampshire County Council, South Downs National Park Authority, East Hampshire District Council, South West Trains, and the Department for Transport. The Steering Group is also supported by the Community Rail Partnership Officer (external to Hampshire County Council), and by other local groups and local authorities, e.g. Petersfield Transport Group, Havant Borough Council, Sustrans, Rowlands Castle Parish Council and Liss Parish Council.
- 3.3 The application received from the East Hants Partnership states that any grant from Hampshire County Council would be used to assist with the costs of undertaking the following activities:
- a) Publication of a Station Walks guide book.
 - b) Contribution towards the running costs of the Petersfield Travel Information Hub for the summer of 2017.
 - c) Updating and reproduction of the Line Guide.
 - d) Support start up costs for art projects at stations.
- 3.4 The East Hants Community Rail Partnership has requested a grant of £5,000 from the County Council towards the cost of the above activities in 2017/18. The remaining costs are expected to be covered through contributions from the South Downs National Park, South West Trains, East Hampshire District Council, and the Association of Community Rail Partnerships. A grant of £3,000 was provided during 2016/17, and given the council's current financial position and the objective of encouraging greater financial sustainability for community transport, it is not proposed to agree to the full amount requested; instead, a further grant award of £3,000 is

recommended for the East Hants Community Rail Partnership to assist with their running costs for the period 1 April 2017 to 31 March 2018.

4. The Three Rivers Community Rail Partnership Grant Application

- 4.1 The Three Rivers Community Rail Partnership was formed in 2007. The area covered by this Partnership includes the Romsey – Salisbury rail service via Chandler’s Ford, Eastleigh, Southampton Airport Parkway and Southampton Central, and the stations at Bursledon, Netley and Hamble.
- 4.2 The Partnership Steering Group includes Hampshire County Council, South West Trains, First Great Western Trains, Network Rail, Test Valley Borough Council, Eastleigh Borough Council, Wiltshire Council, and Southampton City Council. The Steering Group is again supported by the Community Rail Partnership Officer and by a number of volunteer groups at stations along the line.
- 4.3 The County Council owns Chandler’s Ford station and it is leased to South West Trains. This station benefits from a number of the projects run by this Community Rail Partnership. The station opened in 2003, and passenger numbers have increased considerably from approximately 155,000 in 2004/05 to 231,912 in 2014/15 (latest available figures).
- 4.4 The application received from the Three Rivers Partnership states that any grant from Hampshire County Council would be used to assist with the costs of undertaking the following activities:
 - a) Updating and reprinting publicity information for the Inn Line Guide and two summer rail bus links.
 - b) Supporting a summer rail bus link.
 - c) Maintenance of the Community Rail Partnership Website.
 - d) Supporting marketing events including Community Rail in the City, various village and town fetes.
 - e) Providing station planters and equipment.
- 4.5 The Three Rivers Community Rail Partnership has requested a grant of £10,000 from the County Council towards the cost of the above activities in 2017/18. The remaining costs are expected to be covered through contributions from rail companies, Eastleigh Borough Council, Wiltshire Council, Test Valley Borough Council, Southampton City Council, the Association of Community Rail Partnerships, and revenue from facilities provided at local stations e.g. the café facility at Chandler’s Ford station. A grant of £7,000 was provided during 2016/17, and given the council’s current financial position and the objective of encouraging greater financial sustainability for community transport, it is not proposed to agree to the full amount requested; instead, a further grant award of £7,000 is recommended for the Three Rivers Community Rail Partnership to assist with their running costs for the period 1 April 2017 to 31 March 2018.

5. The Lymington-Brockenhurst Community Rail Partnership Grant Application

- 5.1 The Lymington-Brockenhurst Community Rail Partnership was formed in 2008 and the route covered by this Partnership is the Lymington Pier – Lymington Town - Brockenhurst branch line.
- 5.2 The Partnership Steering Group includes Hampshire County Council, South West Trains, Network Rail, Wightlink Ferries, Go South Coast Bus Company, New Forest District Council, New Forest National Park Authority and Brockenhurst Parish Council. The Steering Group is again supported by the Community Rail Partnership Officer and by the volunteer group, Friends of Lymington-Brockenhurst Line, who cover all three stations on the line. The application received from the Lymington-Brockenhurst Partnership states that any grant from Hampshire County Council would be used to assist with the costs of undertaking the following activities which aim to support social inclusion, increase passenger numbers and assist in station regeneration:
- a) Producing a social media film promoting how easy and quick it is travelling to the New Forest and Lymington by train, showcasing the New Forest, Lymington and integrated transport links.
 - b) Events, including the popular Music at Stations through the summer and the teddy bear train promoting free travel for children under 11 in the May half term.
 - c) A year long project called 'Now and Then' which will involve Lymington Juniors and twinning with Sandown Community Kids. An exhibition will run at Lymington Station from September which tells the story of the line through the years.
 - d) Work on the erection of a canopy from the Redrow development into Lymington Station with funding from the new TOC (train operating company) when the new bridge is finally installed.
 - e) Planting and station improvements for both Lymington and Brockenhurst stations.
- 5.3 With the announcement of the new franchise and money available for Community and marketing projects, the Community Rail Partnership is hoping to be able to take advantage of this to deliver additional projects in August which support its aims and objectives for community rail.
- 5.4 The Lymington-Brockenhurst Community Rail Partnership has requested a grant of £10,000 from the County Council towards the cost of running the above activities in 2017/18. The remaining costs are expected to be covered through contributions from transport operators, South West Trains, New Forest National Park, New Forest District Council, and Brockenhurst Parish Council. A grant of £10,000 was provided during 2016/17 and a further grant award of £10,000 is recommended for the Lymington-Brockenhurst Community Rail Partnership to assist with their running costs for the period 1 April 2017 to 31 March 2018.

6 YelaBus Grant Award

- 6.1 YelaBus is a local community transport provider which aims to provide accessible and affordable transport for those in the Yateley area who do not have the use of a private car and who cannot access public transport. The scheme operates two accessible minibuses and their overall costs are met through grants from the County Council and Yateley Town Council, income from users of the service, and fund raising.
- 6.2 A grant of £6,500 was provided to the scheme during 2016/17. The grant is seen as a contribution towards the staffing and administration costs involved in operating the scheme so that support for YelaBus is consistent with the way in which the council supports other similar schemes across the county. In these cases the contribution made by the council supports the staffing and administration costs necessary to oversee the operation of a fleet of minibuses to ensure that these are properly maintained and to enable the recruitment and training of volunteer minibus drivers. The running costs of the minibuses are then recovered through the hire charges to groups. Where paid drivers are used, the cost of this is recovered through the hire charges to user groups.
- 6.3 A grant application for £6,500 has been received from YelaBus for a contribution towards its costs for 2017/18. A further grant award of £6,500 is therefore proposed for the scheme. The council's normal conditions of grant would apply to this award. In addition it is proposed that the grant is awarded to YelaBus on the basis that the following conditions will also be met:
- (i) Provide a 'group hire' minibus operation under Section 19 Standard Permits, issued under Section 19 of the Transport Act 1985 (as amended by the provisions in the Local Transport Act 2008), to enable eligible local and voluntary and community groups to hire minibuses at affordable rates.
 - (ii) Maintain a pool of volunteer drivers so that minibuses can be provided for hire, complete with a Minibus Driver Awareness Scheme (MiDAS) trained driver where requested.
 - (iii) Ensure that charges made to passengers and vehicle hirers include an element of depreciation so that YelaBus accrues money towards replacing its vehicles.
 - (iv) Provide quarterly activity and financial reports to the council for the scheme.
 - (v) Work with the County Council's Community Transport Team on community transport matters in Hart to identify the need for and assist in the development of local community transport initiatives.

- 6.4 Any future decisions on financial support for YelaBus will need to be considered within the context of the revised Community Transport Operating Model which the County Council is now implementing to support the community transport sector in the future, and it is proposed that YelaBus should be advised of this.

7. Finance

- 7.1 The grants proposed in this report would be funded under the Economy, Transport, and Environment Community Transport Grants Stream. This grant stream is available to voluntary and community organisations that provide a transport service to the wider community. It can be used to support community transport projects or services which benefit the wider community and improve local accessibility.
- 7.2 This grant stream has a budget allocation of £30,000 for 2017/18, none of which has yet been awarded. The total cost of the grants sought would exceed this budget, and so it is proposed that a total of £26,500 be awarded, which can be funded from the available grant stream budget allocation. The remaining £3,500 will be retained for any emergency issues or additional requests that require consideration over the remainder of 2017/18.

8. Conclusion

- 8.1 The County Council has previously provided grant support to three Community Rail Partnerships in Hampshire – The East Hants Community Rail Partnership, the Three Rivers Community Rail Partnership, and the Lymington-Brockenhurst Community Rail Partnership. The Partnerships aim to improve travel choices for Hampshire’s residents through working together to improve rail services and facilities which will lead to greater use of local rail stations. Further grants for each of these Partnerships are recommended to assist with their running costs during 2017/18.
- 8.2 A further grant award is recommended for the YelaBus scheme in Yateley to contribute towards their staffing and administration costs involved in operating this scheme. In addition to the County Council’s normal grant conditions, a number of additional grant conditions are also proposed for this grant award. Any future decisions on financial support for YelaBus will need to be considered within the context of the future approach which the council is currently developing for supporting similar schemes.
- 8.3 The grants proposed in this report total £26,500 and these can be funded from the available budget allocation in the Economy, Transport, and Environment Community Transport Grants Stream.

9. Recommendations

- 9.1 That a grant of £3,000 be awarded to the East Hants Community Rail Partnership to contribute towards its operating costs as detailed in the grant application for the period 1 April 2017 to 31 March 2018.

- 9.2 That a grant of £7,000 be awarded to the Three Rivers Community Rail Partnership to contribute towards its operating costs as detailed in the grant application for the period 1 April 2017 to 31 March 2018.
- 9.3 That a grant of £10,000 be awarded to the Lymington-Brockenhurst Community Rail Partnership to contribute towards its operating costs as detailed in the grant application for the period 1 April 2017 to 31 March 2018.
- 9.4 That a grant of £6,500 be awarded to YelaBus for the period 1 April 2017 to 31 March 2018, on the basis that, in addition to the Council's normal conditions of grant, the following grant conditions will also be met:

That YelaBus will:

- (i) Provide a 'group hire' minibus operation under Section 19 Standard Permits, issued under Section 19 of the Transport Act 1985 (as amended by the provisions in the Local Transport Act 2008), to enable eligible local and voluntary and community groups to hire minibuses at affordable rates.
 - (ii) Maintain a pool of volunteer drivers so that minibuses can be provided for hire, complete with a Minibus Driver Awareness Scheme (MiDAS) trained driver where requested.
 - (iii) Ensure that charges made to passengers and vehicle hirers include an element of depreciation so that YelaBus accrues money towards replacing its vehicles.
 - (iv) Provide quarterly activity and financial reports to the Council for the scheme.
 - (v) Work with the Council's Community Transport Team on community transport matters in Hart to identify the need for and assist in the development of local community transport initiatives.
- 9.5 That YelaBus be advised that any future decisions on financial support for its scheme will need to be considered within the context of the longer term approach to supporting similar schemes in Hampshire which the council has now agreed.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Maximising well-being:	yes
Enhancing our quality of place:	yes

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Community Transport Grant Applications	7479	30 June 2016

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 on groups with protected characteristics will be neutral as continuing the current level of funding to these organisations will help to maintain an improved environment at a number of Hampshire's rail stations, provide better access to rail stations (e.g. cycle parking, bus interchange improvements), and provide community events promoting sustainable transport, especially rail services. It is not anticipated that there will be a greater impact on any particular section of the community as all residents, employees and visitors close to the rail stations concerned will benefit from these grants. Continuing support to the YelaBus scheme will also enable existing scheme users to access key services and activities.

2. Impact on Crime and Disorder:

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

3. Climate Change:

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

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

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

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

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

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

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Bus Rapid Transit/Voluntary Quality Bus Partnership Agreement
Report From:	Director of Economy, Transport and Environment

Contact name: Andrew Wilson

Tel: 01962 846984

Email: andrew.wilson@hants.gov.uk

1. Executive Summary

- 1.1. The current partnership agreement covering Bus Rapid Transit Phase 1 in Fareham and Gosport is reaching the end of its five year term. The purpose of this paper is to set out the revised Heads of Terms for the continued operation of the South Hampshire Bus Rapid Transit (BRT) project, for discussion with South Hampshire Bus Operators Association (SHBOA). This report also seeks delegated authority to conclude the details of the next agreement with individual bus operators.
- 1.2. The format of the agreement is such that the outline wording is agreed between the County Council as Highway Authority and SHBOA as the representative body for all bus operators in South Hampshire. The agreement can then be signed by any bus operator who wishes to operate services on the busway, on condition that they meet the criteria set down in the Partnership Agreement.
- 1.3. For the first five years of operation, First has been the only operator to have signed a Partnership Agreement and therefore gained the entitlement to operate BRT services on the busway. Under the Traffic Regulation Order covering the busway, a small number of school bus services are also permitted to operate along the busway to and from St Vincent College in Gosport. The first phase of BRT services began in April 2012 operating between Fareham town centre, Fareham rail station and the Gosport ferry interchange. To ensure that high quality, attractive, fast and reliable services were provided, the partnership committed both parties to delivering the aspects of the service for which they have responsibility, to meet certain quality standards.
- 1.4. The existing agreement has delivered significant patronage growth, exceptionally reliable journey times, very high levels of user satisfaction, major private sector investment by First in new vehicles, more frequent

services, and financial contributions from the operator towards new BRT infrastructure and marketing. Such was the demand for the services, First increased the frequency of buses on the busway from every 7/8 minutes at the launch to every six minutes in November 2013 and to every five minutes in late 2016. The services are run entirely on a commercial basis with no public subsidy.

- 1.5. This paper seeks to secure agreement to renegotiate the existing agreement with SHBOA taking into account the experience of five years of operation, making amendments that will secure the continued high quality of services whilst reducing the on-going financial commitment to the County Council.

2. Contextual information

- 2.1. The Fareham to Gosport BRT services, branded as Eclipse, set new standards for bus services in Hampshire when they commenced in 2012. The infrastructure includes a 3.5km busway along part of the disused rail corridor which enable Eclipse services to bypass traffic on the heavily congested parallel A32. The project also delivered high quality passenger waiting facilities, a dedicated website, Real Time Passenger Information screens at all bus stops along the busway and at interchange points, and traffic light priority at several junctions.
- 2.2. The existing Partnership Agreement was signed in 2012 and the operation of Eclipse services and the infrastructure are overseen by a BRT Board comprising representatives of First and Hampshire County Council.
- 2.3. The project has been a great success. Patronage on Eclipse services has increased by around 65% compared to the services they replaced. As a result, total bus use on the corridor between Gosport and Fareham has increased by over 12%. Considerable journey time monitoring and passenger interviews have been carried out which identify that around 20% of passengers used to travel by car before BRT started, and that irrespective of the time of day or week, end to end journey times are remarkably consistent as a result of the traffic-free busway.
- 2.4. Under the Agreement, BRT services must include a number of features for passengers including free wi-fi, leather seats, next-stop audio and visual announcements and a Passenger Charter. Further features of the Agreement include a stable network with limited timetable changes, marketing and promotional activities, and a contribution from operators to future BRT infrastructure when certain passenger and profitability targets are met.
- 2.5. This partnership approach has been instrumental in supporting the County Council in securing Government funding to implement additional BRT infrastructure measures, which have assisted BRT services to get through congested traffic at Brockhurst roundabouts, Lees Lane in Gosport, and when exiting Fareham bus station onto the A27 Western Way.

- 2.6. The BRT project continues to see improvements, with works on-going at Fareham rail station to improve interchange facilities for passengers and improve traffic flow through the signals at Redlands Lane and Gudge Heath Lane. The Fareham to Gosport route also forms part of the potential wider South East Hampshire BRT network. The Hard Interchange in Portsmouth has recently seen major investment which improves interchange for passengers travelling from Gosport to Portsmouth and onwards. The wider South East Hampshire BRT network also features in the Solent Local Enterprise Partnership's (LEP) Strategic Transport Investment Plan and the PUSH Spatial Position Statement. SHBOA is very keen to work with the highway authorities to play their part in developing and implementing proposals to deliver the wider BRT network.
- 2.7. Independent evaluation of the BRT Phase 1 project by KPMG has indicated the value of BRT to the local economy. The report found that for every £1 of investment, Eclipse has delivered up to £6.94 of benefits to users, non-users and the wider economy.
- 2.8. In respect of wider impacts, the fleet of brand new Eclipse buses has helped mitigate the Air Quality Management Areas in the centre of Fareham, as well as reducing the number of car journeys made between Fareham and Gosport. Evidence shows that a number of people are choosing to use Eclipse even when they have a car available for their journey.
- 2.9. Eclipse has been successful in securing a number of national awards for its achievements, and this is at least in part due to the Partnership Agreement under which it operates. The achievements of Eclipse have been recognised by the National Transport Awards, UK Bus Awards and the Smarter Travel Awards amongst others.

3. Heads of Terms of the new Agreement

- 3.1. As with the current agreement, the proposed Heads of Terms of the new agreement are as follows:
 - Duration, Purpose and Status of the Agreement
 - Partnership Board and Additional Partners
 - Abandonment of the Project, Termination and Withdrawal
 - Monitoring and Review
 - Liability and Indemnity
 - Warranties and Representations
 - Intellectual Property and Social Responsibility

- Freedom of Information, Confidentiality, and Contract (Rights of Third Parties) Act 1999
- Assignment, Variation, and Notices
- Governing Law – that this Agreement is governed by English law.

3.2. The agreement will include Schedules specifying the following:

- Standards of Service
- Promotion and Marketing
- Real Time Information and Telematics System
- Data Provision
- Monitoring and Quality Control
- Maintenance of Passenger Infrastructure and Bus Facilities
- Enforcement of Traffic Regulation Orders (TROs);
- Operator Financial Contributions
- Targets
- Facilities
- Traffic Regulation Orders

3.3 The agreement will permit other parties to sign the Voluntary Partnership Agreement e.g. new bus operators wishing to operate BRT services.

4. Finance

4.1. There are no new financial implications as a direct consequence of this report. However, as part of the ensuing negotiations the County Council will seek to reduce its committed level of maintenance funding under the new Partnership Agreement. The passenger facilities and other BRT infrastructure are currently maintained to a particularly high standard and there is scope to negotiate a reduced funding commitment under the new agreement by working differently. For example, there is scope to work with the operator to change the method of opening and closing the barriers on the busway at the beginning and the end of each operational day. The operator could take on responsibility for this at a reduced cost over current expenditure, with the barriers being opened manually rather than remotely via CCTV.

- 4.2. A further example could be a reduction of 50% in the frequency of cleaning and maintenance carried out to the bus stops along the busway, i.e. the frequency at which bus shelters are inspected and cleaned. Further reductions in spend could include the removal of a number of CCTV masts along the busway which are currently used to monitor traffic. Across the Passenger Transport and Intelligent Transport Systems revenue budgets, savings of up to approximately £50k per annum could be achieved through the new agreement.
- 4.3. There are no implications for the County Council's bus subsidy budget as all Eclipse services are operated on a commercial basis. New vehicle investment is funded entirely by operators.
- 4.4. The Operator Contribution schedule of the current agreement has so far yielded funding in three of the four years of operation, to be re-invested in the BRT network. It is anticipated that a similar clause will be carried over into the new agreement. The existing Agreement states that the fund should be spent on BRT infrastructure projects or promotional campaigns.
- 4.5. Funding to date of £417,000 has been allocated to match funding for funding bids to Government and the Solent LEP, marketing initiatives, and feasibility and design studies for new bus stops to be installed on the busway following requests from local residents and Councillors. As a change to the existing Agreement, the County Council will explore the principle of including a contribution to HCC maintenance expenditure as part of the Operator Contribution schedule.

5. Future direction

- 5.1. It is anticipated that the Fareham to Gosport BRT Phase 1 project will act as a template for future investment in BRT in the wider South East Hampshire area. This is consistent with the investment in transport infrastructure proposed by the Solent LEP, PUSH and Solent Transport. The County Council continues to submit bids for funding to extend the busway further south towards Gosport, to build on the successes achieved to date.

6. Recommendations

- 6.1. That the Heads of Terms for a new Voluntary Partnership Agreement be approved for discussion with the South Hampshire Bus Operators' Association (SHBOA) for Phase 1 of the South Hampshire Bus Rapid Transit project between Fareham and Gosport.
- 6.2. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Environment and Transport, the Head of Legal Services, and the Director of Corporate Resources, to finalise the Heads of Terms in discussion with SHBOA and to enter into legally enforceable partnerships with bus operators based on these terms.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Maximising well-being:	Yes
Enhancing our quality of place:	Yes

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Bus Rapid Transit/Voluntary Quality Bus Partnership Agreement. Executive Member – Environment	1463	6 th April 2010
Executive Member for Policy & Resources. Project Appraisal: South East Hampshire Bus Rapid Transit – Phase 1 Fareham to Gosport	460	29 January 2009
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 has been assessed as neutral, however, as a result of the BRT services that will be delivered under this proposed legal agreement, the BRT scheme will continue to provide enhanced public transport facilities for the whole community with improved accessibility provided to waiting facilities and bus services. Older people, young people and those on lower incomes are generally greater users of bus services than other age and income groups.

2. Impact on Crime and Disorder:

2.1 Under the existing agreement, emergency service vehicles are permitted to use the busway whether on emergency calls or otherwise, and this has helped to improve safety and security along the busway.

3. Climate Change:

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

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

The Eclipse fleet of vehicles has a significantly better emissions performance than previous buses in Fareham and Gosport, thus reducing fuel consumption and providing improved air quality, of particular relevance to the Air Quality Management Areas in Fareham town centre. The agreement means that Eclipse vehicles can be no older than five years, ensuring the latest emissions performance. As buses are not held up in traffic on the busway, this also reduces emissions locally. Under the proposed agreement, new engine technologies for Eclipse buses can be explored.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Project Appraisal: Ringwood Road, Totton Pedestrian/Cycle Link Improvements
Report From:	Adam Bunce

Contact name: Adam Bunce

Tel: 01962 845646

Email: adam.bunce@hants.gov.uk

1. Executive Summary

- 1.1 The purpose of this paper is to provide details of a proposed scheme to improve pedestrian crossing facilities throughout the Ringwood Road / Calmore Road / Testbourne Avenue junction, and to encourage walking and cycling through the provision of safe crossing facilities where vulnerable users do not feel intimidated.
- 1.2 The scheme involves installing controlled pedestrian facilities on all arms of the junction, consisting of puffin crossings on both Ringwood Road arms (East and West) and Testbourne Avenue. A Toucan crossing on the Calmore Road arm would also be provided, enabling pedestrians and cyclists utilising the shared path to the east of the junction to cross. In addition, the Toucan crossing would provide safe crossing facilities for users should the proposed shared footway / cycleway be delivered to the west of the junction.
- 1.3 Two other options were considered but rejected on the basis they were considered insufficient for the area and potential users. Option 1 – Pedestrian controlled facility (puffin crossing) on Ringwood Road East arm of the junction only. Uncontrolled crossings on the remaining arms of the junction would be realigned and brought in line with current standards to assist pedestrians. Whilst a puffin crossing on this arm would provide signalised crossing facilities on the arm with the highest ratio of vehicle flow to numbers of pedestrian crossing, this still only accounts for approximately 27% of the total number of pedestrian / cycle crossing movements at the junction. Therefore this option was not considered suitable for further development.
- 1.4 Option 2 – Provision of a puffin crossing on Ringwood Road East together with a toucan crossing on the Calmore Road arm of the junction, which would provide connectivity for the shared pedestrian/cycle route along Ringwood Road. As with option 1 above, the remaining uncontrolled arms of the junction would be realigned and brought in line with current standards. Signalised

crossings on Ringwood Road East and Calmore Road would provide for approximately 45% of the total number of crossing movements around the junction. This was still considered insufficient, and therefore this option was rejected.

- 1.5 Ongoing analysis of collision data undertaken by Hampshire County Council's Road Safety Engineering team as well as pedestrian and cyclist counts undertaken after the scheme has been implemented will demonstrate how successful the proposals have been.

2. Background

- 2.1 The Ringwood Road / Calmore Road / Testbourne Avenue junction is located 1.3km (0.8mi) to the west of Totton town centre. The existing junction takes the form of a four arm staggered traffic signal junction with uncontrolled pedestrian facilities on each arm. All of the pedestrian crossings at the junction have buff coloured tactile paving and dropped kerbs, and refuge islands exist on both of the Ringwood Road approaches. Existing crossing facilities do not meet current standards as the crossings are not aligned correctly and the dropped kerbs are not flush with the carriageway.
- 2.2 The stop line on Calmore Road is located approximately 30 metres from Ringwood Road. This is a result of the road's narrow width and the need to accommodate swept path movements of vehicles turning into the road. As a result, there is one residential property access located within the junction. This access is not controlled as there is clear sight of the secondary signal for the approach.
- 2.3 The junction is situated within a residential area and there a number of local facilities and amenities located in close proximity which residents are likely to travel to on foot. To the south of the junctions is a local shop / convenience store, whilst to the east lies Abbotswood Junior School, Forest primary School, and Totton Town Centre. Totton College and Totton Leisure Centre are located to the north of the junction; while to the west is Forest Gate Doctors Surgery, further shops, and a community centre. Consequently the junction forms a key part of walking routes within the local area. In addition, a number of vulnerable road users, including children and the mobility impaired, are utilising the crossing facilities at the junction to access the aforementioned facilities and services.
- 2.4 A survey carried out on 5th September 2013 recorded the pedestrian movements crossing each arm of the junction and demonstrates that the junction has a high pedestrian usage. In total, 1034 pedestrian crossing movements were recorded around the junction over a 12 hour period. The highest pedestrian activity was recorded across Testbourne Avenue (439 movements) with slightly lower numbers of crossing movements on Ringwood Road east and Calmore Road (277 and 190 pedestrians respectively). Ringwood Road west had the least amount of pedestrian crossing activity (128 pedestrians).

- 2.5 In addition, cyclists also use the junction. There is an existing shared pedestrian cycle route to the north of the Ringwood Road carriageway situated to the east of the Ringwood Road / Calmore Road / Testbourne Avenue junction which was implemented as phase one of this project. It is proposed in the future that the shared footway / cycleway is extended to the west of the junction (recorded in the NFDC Transport Statement TE/T/01 NFDC0353). Thus, the number of cyclists crossing the Ringwood Road / Calmore Road arm of the junction is likely to increase as a result of the provision of a continuous off-road route to the north of Ringwood Road.
- 2.6 It is evident from the aforementioned survey data that pedestrians still use the junction despite poor pedestrian crossing facilities. Improved facilities at this location are likely to increase the number of local trips undertaken on foot or by bike by removing pedestrian severance, particularly with regards to vulnerable road users.
- 2.7 There have been eight injury accidents in the five years up to the end of June 2015. Of these accidents, four were recorded as serious and four as slight. There have been four injury accidents which involved pedestrians crossing Ringwood Road east coming into conflict with vehicles (three serious, one slight). The remaining four injury accidents involved vehicles turning right from Ringwood Road into Calmore Road.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	30	10	Local Transport Plan grant Funding	110
	Client Fee	5	2	New Forest District Council Contribution	180
	Supervision	10	3		
	Construction	245	85		
	Land	0			
	Total	<u>290</u>	<u>100</u>	Total	<u>290</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3	0.003%
	Capital Charge	23	0.015%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	07/17	09/17	12/17	12/18

5. Scheme Details

- 5.1 Ringwood Road (West) – Installation of a puffin crossing. Accompanying works include realignment of the dropped kerbs, tactile paving and pedestrian refuge island. Hatching to the south of the carriageway would be removed and the footway to the north of the carriageway would be widened to 3m to provide a short section of shared use path (which in the future can be extended).
- 5.2 Ringwood Road (East) – A puffin crossing would be provided across this arm of the junction. Works associated with this include realignment of the tactile paving and dropped kerbs on either side of the carriageway. In addition the width of the pedestrian refuge island would be increased to 2.4m and the tactile paving on the central refuge would be removed.
- 5.3 Calmore Road – Provision of a toucan crossing. The existing infrastructure associated with the uncontrolled crossing facilities would be removed and the crossing would be realigned; tactile paving and dropped kerbs would be provided along the new alignment. Footway widening would also be required to the east of the carriageway.
- 5.4 Testbourne Avenue – A puffin crossing would be provided across this arm. Works on this arm would consist of realigning the dropped kerbs and tactile paving and widening the footways on both sides of Testbourne Avenue.
- 5.5 A new controller would need to be installed in the position of the existing controller.
- 5.6 A General Arrangement showing the proposals can be seen in Appendix C of this Project Appraisal report.

6. Departures from Standards

- 6.1 None.

7. Community Engagement

- 7.1 The proposal had strong support from previous County Councillor Chris Lagdon, the Member for Totton North.
- 7.2 As Councillor Lagdon did not stand for re-election during the local elections in May 2017, he has been replaced by County Councillor Neville Penman. The proposals have been discussed with Councillor Penman who is fully supportive of the scheme.
- 7.3 A leaflet drop notifying the public about the proposed upgrade of the pedestrian and cycle crossing facilities at the junction has been undertaken. No correspondence was received as a result of this engagement.

8. Statutory Procedures

- 8.1 None.

9. Land Requirements

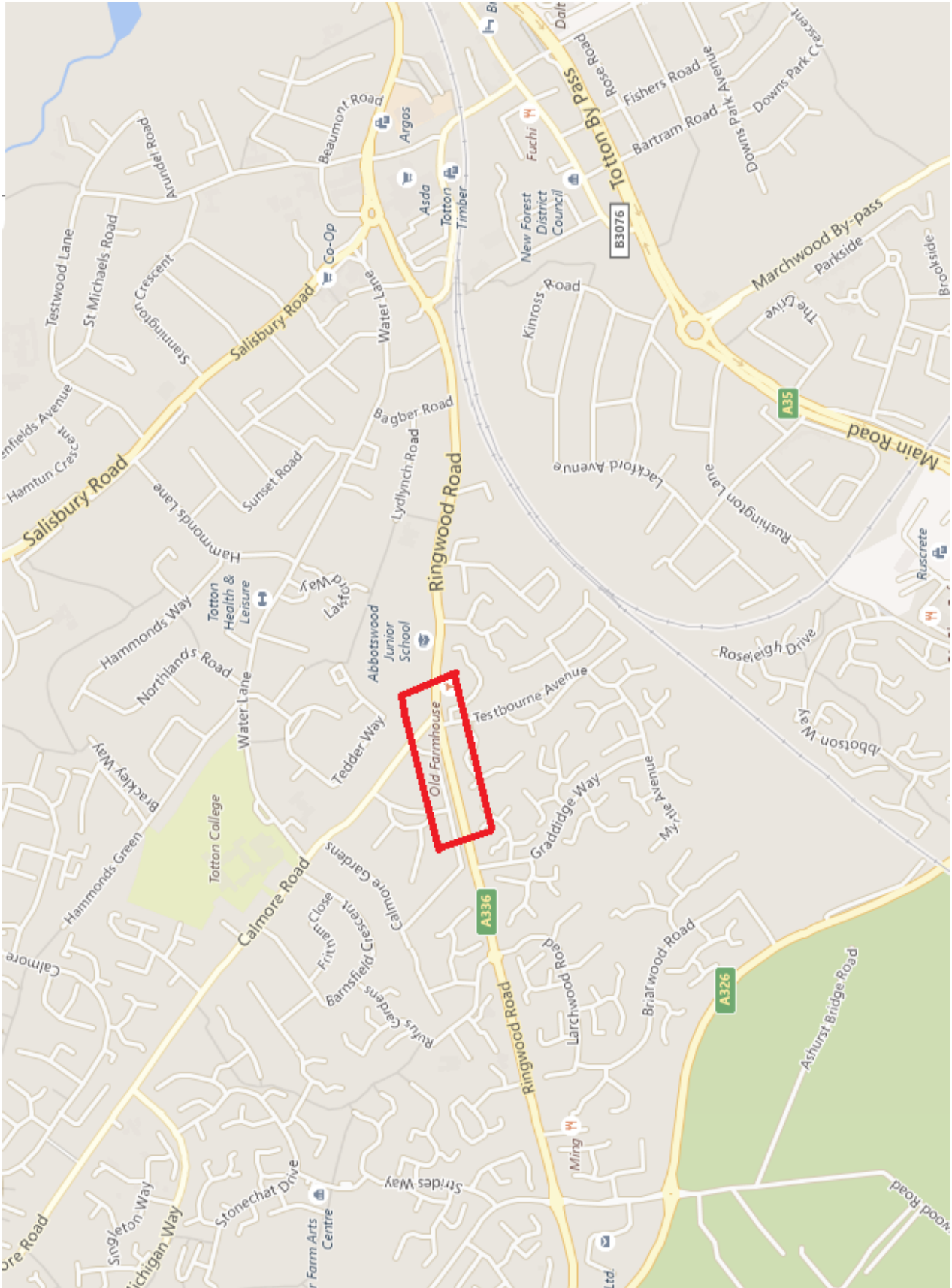
- 9.1 None.

10. Maintenance Implications

- 10.1 There will be a minor increase in overall long term maintenance due to the introduction of traffic signal equipment. However, due to the equipment being upgraded there should be no maintenance requirement for a number of years. ITS had previously highlighted this junction as requiring an upgrade.

11. Recommendations

- 11.1 That the Executive Member for Environment and Transport approves the Project Appraisal for the Pedestrian / Cycle Link Improvements scheme along Ringwood Road, Totton, as outlined in this report.
- 11.2 That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed pedestrian / cycle link improvements along Ringwood Road, Totton as set out in this report, at an estimated cost of £290,000 to be funded from Local Transport Plan grant funding (£110,000) and New Forest District Council Contribution (£180,000).
- 11.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.



Location Plan

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
 -
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

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

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Maximising well-being:	Yes
Enhancing our quality of place:	yes

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

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

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

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

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

1.2. Equalities Impact Assessment:

All residents, but particularly those with disabilities, young children and the elderly, are likely to benefit from the new crossing facilities and there will be general improvements for the community at large.

2. Impact on Crime and Disorder:

2.1. None.

3. Climate Change:

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

The scheme will encourage walking in the area resulting in fewer short journey trips made by vehicles. This in turn will result in fewer vehicles on the road network, which should reduce emissions.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Transport Improvement Scheme Update: A27 The Avenue / Gudge Heath Lane Fareham
Report From:	Director of Economy, Transport and Environment

Contact name: Patrick Bingham

Tel: 01962 845421

Email: patrick.bingham@hants.gov.uk

1. Executive Summary

- 1.1 This report follows a decision of the Executive Member for Environment and Transport, on 30 June 2016, to carry out monitoring of the temporary at-grade crossing at the head of the A27, which was installed as part of the works programme for the Transport Improvement Scheme at A27 The Avenue / Gudge Heath Lane, Fareham (“the Scheme”) while the underpass was closed, and to make the crossing permanent provided that no significant adverse impacts on traffic flow were observed during the monitoring phase.
- 1.2 Since this decision, and in line with the recommendations of an initial assessment report, a decision was taken to follow due process and advertise the proposal to make the crossing permanent. Since then 31 objections have been received on a variety of grounds, with particular concerns about traffic delay and value for money.
- 1.3 The high number of objections prompted a further technical analysis, which concluded that the traffic flow impact would place the objectives of the scheme at risk if a permanent crossing were to be implemented.
- 1.4 This report provides the background to the reasons for considering a permanent crossing, and further detail as to the content of the objections and technical reports, on which the recommendations of this report are based.

2. Background

- 2.1 The wider transport scheme comprising highway and train station improvements was approved at the Executive Member for Economy, Transport and Environment’s Decision Day on 9 September 2014. This scheme did not include a permanent controlled crossing.

2.2 The wider scheme aims are to:

- Increase the highway capacity to improve the flow of traffic; to reduce congestion and improve access to encourage local investment, growth and retention of existing employment;
- Improve the train station and interchange facilities to better connect travel modes; and
- Improve provision for cyclists from the train station.

2.3 A report to revise the approved scheme to provide improved at-grade accessibility across the A27 at Fareham train station was considered by the Executive Member for Environment and Transport on 30 June 2016. The Executive Member made a decision to measure the impact of a temporary at-grade staggered Pelican crossing installed to facilitate the subway closure during the works, and subject to no significant adverse impact to traffic, to replace the temporary crossing with a permanent staggered Puffin facility.

2.4 The Executive Member decision delegated authority to officers to approve the installation of a permanent crossing should specific determining criteria be met, namely;

‘That traffic monitoring is carried out to measure the impact of the temporary at-grade crossing at the head of the A27 to be installed as part of the works programme for the Scheme.

‘That, subject to no significant adverse impacts on traffic flow being observed during the monitoring of the temporary crossing, approval is given to make the temporary crossing permanent.’

2.5 A technical assessment report issued in January 2017 forecast the peak time traffic impact to be limited, whilst also identifying a further potential for queuing to negatively affect the flow of traffic at Station roundabout (a copy of that report is included in Appendix 1). On the basis of the report’s recommendation, an officer decision was taken to follow due process with a view to making the crossing permanent.

2.6 Prior to installing a permanent crossing it is a statutory requirement under the Road Traffic Regulation Act 1984 to give notice of the proposal and provide opportunity for comment. A public notice was advertised on the 8th May 2017 for a fixed period of 28 days, in response to which a high number of objections have been received.

2.7 In order to address the objections, and the noted potential in the technical assessment report for Station roundabout to become increasingly queue affected, a further technical review was undertaken as an addendum to the original report, to more accurately determine the potential for traffic delays. In the light of the findings of that review the matter has been returned to the Executive Member for Environment and Transport for a further decision.

3. Representations

- 3.1 A notice publicising the permanent crossing proposal was advertised on the 8 May 2017, providing a 28 day period for public comment.
- 3.2 Of the 37 responses received, there were 35 clear objections and 2 comments in favour. The latter cited the desirability of having a permanent crossing for those who do not want to use the subway, or who find it difficult to do so.
- 3.3 The objections for installing a permanent crossing raised the following concerns:
- That any additional delay to traffic runs contrary to the objectives of the wider scheme;
 - Questionable value for money given the limited known demand of manual wheel chair users;
 - The general desirability of providing a crossing given the existing alternative subway provision; and
 - That the crossing does not meet the minimum criteria (PmV²) used by Hampshire County Council to justify the installation of a controlled crossing.
- 3.4 In addition, Suella Fernandes, MP for Fareham, has written separately to urge the County Council to avoid impeding the clear benefits of the scheme for the local economy and community as a whole, particularly citing infrastructure and traffic flow benefits, whilst also urging the Authority to have appropriate consideration for residents affected by a disability, and wherever possible to make provision to improve access for such constituents.

4. Technical Assessment

- 4.1 In line with the Executive Member for Environment and Transport's Decision in June 2016, a technical report to assess the traffic impact of replacing the temporary crossing with a permanent Puffin facility was issued in January 2017.
- 4.2 In compiling the report Hampshire County Council's Intelligent Transport System (ITS) Group undertook three separate surveys to assess the traffic impact of the temporary crossing operation. Morning and evening peak time surveys on 16 and 29 September 2016 assessed the operation of the crossing during a period of maximum pedestrian demand, when the subway was closed due to the works. A further peak time survey on the 18 November 2016 assessed the impact of the crossing on traffic with the subway reopened.
- 4.3 The survey findings were adjusted to model the traffic impacts with the capacity improvements in place and two ahead lanes available for westbound A27 traffic at the A27/Redlands Lane/Gudge Heath Lane junction.

- 4.4 A future year assessment for 2026 was also modelled to consider the impact of traffic growth on the crossing operation.
- 4.5 The modelled A27 westbound average queue lengths were not predicted to extend back to Station Roundabout. However by 2026 the modelled results show Station Roundabout as increasingly queue affected during the evening peak periods.
- 4.6 It is important to note that the modelled queues supporting the ITS report are mean maximum queues and may be exceeded 50% of the time. Consequently the negative impacts to traffic of an at-grade crossing may be greater at times than the average conditions referred to in this assessment. It is also the case that installing an at-grade facility would introduce delay through its operation where none existed previously, further detracting from the overall scheme objectives.
- 4.7 The assessment forecasts the evening peak time appearance interval of the more critical westbound crossing at every 2 minutes.
- 4.8 The original ITS technical assessment report recommends retaining an at-grade crossing facility on the basis that the crossing is preferred by pedestrians over the subway, and that predicted queues are offset by the additional capacity provided by the improvement scheme. This assessment considers traffic impacts based on average queue lengths and predicted lane usage. To give greater certainty in the report's recommendation, further analysis was necessary to determine the likely impacts of variance in queue length and lane usage.
- 4.9 To assist in determining the validity of the concerns raised during the public notice period, and the findings of the original technical report that Station Roundabout will become increasingly queue affected, an addendum to the original report was produced and issued in June 2017. The addendum report applies sensitivity testing to further develop the analysis of the forecast peak time traffic impacts, and gives particular focus to the identified potential for A27 westbound peak time delay. A copy of that report is included in Appendix 2.
- 4.10 The further sensitivity tests undertaken in this addendum help clarify the traffic impact at Station roundabout and provide greater detail on the impact of delay on the critical A27 westbound traffic movement.
- 4.11 This developed analysis tests variance to the assumed lane usage and periods where there are consecutive crossing demands, and finds a marked effect on queuing back to Station roundabout during the PM peak period.
- 4.12 At times of consecutive crossing demands, the westbound queue in the 2016 PM peak would start to reach the roundabout, and with increased flows in the 2026 PM peak, the queues will extend into the roundabout itself.

4.13 When less balance lane use is also taken into consideration, the results show westbound queues extending into the roundabout in both the 2016 and 2026 PM peaks. Added to this is the secondary impact of vehicles impeded by the static queue being required to slowdown. This developed analysis demonstrates a permanent crossing to have a significant detrimental impact on the operation of the roundabout. Whilst it is difficult to determine the individual durations of these occurrences, the survey data predicts 8 occasions of extended queuing during each PM peak hour.

5. Accessibility

- 5.1 The County Council's Traffic Management and Guidance Policy recommends suitable crossing sites based on a PmV² assessment, which quantifies the pedestrian demand relative to the flow of traffic. Sites which score a value below 1.0×10^8 would not normally be recommended for a controlled crossing other than where there is a wider perceived need for pedestrian safety, considered against traffic impacts and compatibility to corporate goals. As previously reported to the Executive Member in June 2016, at this location, even assuming all pedestrians opt to cross at-grade rather than via the subway, the forecast crossing demand fails to meet the minimum PmV² requirement with a surveyed value of 0.41×10^8 .
- 5.2 A longer route via the signal controlled crossing at the A27/Redlands Lane/Gudge Heath Lane junction is available. This signal controlled crossing is located approximately 330 metres from the underpass. It should be noted that using this crossing will increase the journey time for manual wheel chair users travelling between Fareham train station and the BRT bus stop on the southern side of the A27.
- 5.3 The subway ramp gradients remain unchanged within the current improvement scheme and conformed to subway access requirements at the time of construction.
- 5.4 Options to revise and extend the existing subway ramps were discounted due to design and budgetary constraints. Options to provide more direct alternative at-grade routes via Western Way and West Street have been investigated but none proved suitable or achievable due to safety concerns related to poor driver visibility and sight stopping distances, and as such any solutions via this route were discounted.
- 5.6 The subway provides access for rail and bus services without compromising congestion improvements achieved through the major improvement scheme, and while pedestrians may prefer an at-grade crossing facility, their access for the most part is not compromised by its removal.
- 5.7 Many mobility impaired pedestrians will be able to use the underpass. For those not able to do so, an alternative at-grade crossing remains available as before, though at some further distance. As this decision will not alter the existing permanent crossing provision, it is not considered that the recommendation of this report will cause substantial disadvantage requiring reasonable adjustments to be made for the purposes of the Equality Act 2010. As appropriate, the County Council will work with affected parties to

look at route planning, financial assistance for travel, and the availability of grant assistance for powered wheel chair provision.

6. Finance

6.1 The current estimated cost of installing a permanent crossing is £100,000.

6.2 Whilst it had been previously reported that the additional cost of making the temporary crossing permanent could be accommodated within the existing scheme budget, with the scheme now under construction and the costs better understood, it is clear that the additional cost will exceed budgets, and additional funding to the full value of the crossing will need to be secured.

7. Legal Context

7.1 Section 149 of the Equality Act 2010 ('the Act') places a duty upon the County Council known as the Equality Duty. This duty requires the County Council, in the exercise of its functions, to have due regard 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

7.2 Having "due regard" can be interpreted as consciously and demonstrably giving advance consideration to the three arms of the Equality Duty as part of the decision making process and the provision of services. How much regard is "due" depends on the circumstances and the relevance of the aims of the Equality Duty to the decision or function in question.

7.3 The courts have confirmed that due regard is fulfilled before and at the time that a particular policy that will or might affect people with protected characteristics is under consideration as well as at the time that a decision is taken (*R (Brown) v Secretary of State for Work and Pensions* (2008) EWHC 3158). The Equality Duty was considered in the preparation of the County Council's Traffic Management and Guidance Policy. That policy will form the basis of any decision that may be made for the provision of an additional at-grade crossing, notwithstanding that in this instance an exception could be made to reflect exceptional circumstances.

7.4 The Equality Duty is pertinent to this decision and an impact assessment which considers this duty is attached to this report.

8. Key factors for consideration

- 8.1. The queues predicted by the model from the westbound crossing will have an increasingly significant adverse impact on the flow and operation of Station Roundabout. The forecasts of the developed model in the addendum report predict queues from the crossing blocking back to, and through, the roundabout by 2026. At each appearance, when called by a waiting pedestrian, the crossing will introduce queuing throughout the day, leading to avoidable delay for other road users where none previously existed.
- 8.2. The capacity objectives supporting the business case for the scheme are to reduce congestion and improve the flow of traffic at Station Roundabout. The impact identified above runs contrary to those objectives.
- 8.3. The additional crossing cost, at circa £100,000, exceeds the financial parameters of the scheme.
- 8.4. Whilst not providing a permanent Puffin crossing restricts access for manual wheel chair users at this particular location, an alternative unopposed at-grade route remains available, which will continue to enable such users to access rail and bus services.
- 8.5. The proposed scheme does not introduce any additional disadvantage for manually assisted wheel chair users over and above the current arrangement, as the ramp gradients at the subway which have been in place for many years, remain unchanged by this scheme.
- 8.6. Installing a permanent puffin crossing at this location to further improve access for manual wheelchair users is in excess of the 'reasonable adjustment' required by the Equality Act 2010, due to a notable predicted disruption to other road users, the physical constraints of the site, and the increased financial burden when considered in accordance with the financial limits of the scheme.

9. Recommendation

- 9.1 That the Executive Member for Environment and Transport, having considered the objections received and the forecast traffic delays detailed within this report, gives approval for the removal of the temporary crossing installed to mitigate the closure of the subway during the period of construction of the Transport Improvement Scheme at A27 The Avenue / Gudge Heath Lane, Fareham, and that in order to maintain the journey time improvements that formed the business case for the scheme, the proposed permanent at-grade crossing facility is not implemented.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Maximising well-being:	yes
Enhancing our quality of place:	yes

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
<i>From and including EMET 30 June 2016 reports.</i>		
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	
<i>Equality Act 2010 Road Traffic Regulation Act 1984</i>		

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 The Act makes it unlawful for public authorities, including Highway Authorities, to discriminate in the exercise of a public function. This includes the highways function. Section 20(4) of the Act requires that where a physical feature puts a disabled person at a substantial disadvantage in comparison to a person who is not disabled, an authority is required to take such steps as is reasonable to remove the disadvantage. The Equality Act 2010 Code of Practice ('the Code of Practice') provides at para 7.52 that "taking steps to avoid the disadvantage" includes:

- removing the physical feature in question;
- altering it; or
- providing a reasonable means of avoiding it

1.3 There is one threshold for the reasonable adjustment duty being at a "substantial disadvantage".

1.4 The Code of Practice provides at para 7.19 that the duty to make reasonable adjustments is owed to disabled persons in general. It is not a duty that is weighed in relation to each individual person affected by the exercise of a public function.

1.5 The term 'reasonable' in relation to the adjustments required is dependent on a number of factors: the type of service being provided, the nature of the

service provider, its size and resources, and the effect of the disability on the individual disabled person. Para 7.30 of the Code of Practice indicates factors which might be taken into account when considering what is reasonable as:

- whether taking any particular steps would be effective in overcoming the difficulty that disabled people face in accessing the service in question;
- the extent to which it is practicable for the service provider to take the steps;
- the financial and other costs of making the adjustment;
- the extent of any disruption which taking the steps would cause;
- the extent of the service provider's financial and other resources;
- the amount of any resources already spent on making adjustments;
- the availability of financial or other assistance.

1.6 Where the physical features are within the remit of a highway authority and the highway authority is the service provider, it will have the duty to make reasonable adjustments. These requirements apply to facilities and services in the pedestrian environment and in transport-related infrastructure

1.7 Equality Impact Assessment:

This decision preserves the overall approach of the scheme to improve journey times for all road users, and in that respect has a neutral impact on people with disabilities. Although it is recommended that the temporary crossing be removed, an alternative at-grade crossing remains available as before, though at some further distance. As this decision will not alter the existing permanent crossing provision, it is not considered that the recommendation of this report will cause substantial disadvantage requiring reasonable adjustments to be made for the purposes of the Equality Act 2010. As appropriate, the County Council will work with affected parties to look at route planning, financial assistance for travel, and the availability of grant assistance for powered wheel chair provision.

2 Impact on Crime and Disorder:

2.1 None.

3 Climate Change:

- a) How does this proposal impact on carbon footprint and energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient?

The specific recommendations made in this report have very little impact upon climate change, though the decision not to adjust the scheme could save on works activity and the on-going requirements of maintaining a staggered signal crossing, thereby making a minor reduction in the carbon emissions associated with delivery and operation. However, the decision will

help enable the successful delivery of the scheme generally. On that basis the climate change impact assessments included in the original PA documents (linked to this report) are relevant.

ITS Group**ETE Department****Hampshire County Council****A27 Station roundabout pedestrian facilities across A27 The Avenue****Pedestrian crossing technical report****Introduction**

This report considers the impact of providing a signal controlled Puffin crossing on A27 The Avenue arm of Station roundabout in Fareham.

Background

The County Council are undertaking improvement works at the roundabout of A27 The Avenue/Western Way/West Street in Fareham. Known as 'Station roundabout' the works include the provision of a new bus layby and stop on The Avenue approach. This element of the scheme required the existing pedestrian subway beneath The Avenue to be closed. In order to maintain safe a means of crossing The Avenue a temporary signal controlled Pelican crossing was installed adjacent to the subway. This report explores the impact of providing a permanent Puffin crossing at this location.

Description of site

The subway is located within 50 metres of the Station roundabout and runs north/south beneath The Avenue. The north side is accessed by both a ramp and steps but the southern side is accessed by a ramp only. Throughout the duration of the subway closure a staggered Pelican crossing was provided immediately to the west of the subway. The subway was re-opened on 11th November 2016. The temporary Pelican crossing remains in place pending the decision on its retention or removal.

Proposal

The proposal would see a permanent staggered Puffin crossings put in place of the temporary staggered Pelican crossings. The layout and position of permanent Puffin crossings would be similar to the temporary crossings. In the westbound direction 10 vehicles could be stored between the roundabout exit and crossing (60 metres distance). In the eastbound direction the staggered layout means that around 6 vehicles (around 35 metres) could queue back from the roundabout entry before they reached crossing.

The temporary crossing is a staggered Pelican crossing which includes far sided pedestrian signals. Each crossing operates on demand and pedestrians treat each part of the staggered crossing separately waiting at each. A permanent crossing would be a staggered Puffin crossing with nearside pedestrian signals. A layout for a permanent staggered Puffin crossing is shown on drawing F6052/Detail/LY in the Appendix.

Survey data

The opportunity was taken to conduct a series of surveys at the crossing when the subway was closed and also after it re-opened. This objective was to determine pedestrians' preference between the subway and Pelican crossings and to understand the impact of the crossing on traffic conditions.

An initial traffic and pedestrian survey was conducted at this location on 24th October 2012. This survey was part of a full turning count survey for Station roundabout which include pedestrian crossing movements across The Avenue arm.

Updated surveys arranged for September and November 2016 recorded the numbers of pedestrians using the temporary Pelican crossings and subway (when re-opened), the number of appearances for the Pelican crossings and the queue lengths generated by them.

The first survey during the construction phase was undertaken on Friday 16th September 2016. The westbound queue length observations only extended back to the Station roundabout and no record was made of when they extended beyond this junction.

The second survey was conducted approximately 2 weeks later on Thursday 29th September 2016 and was undertaken as a supplementary measure. This opportunity was taken to increase the extents of the queue length survey beyond the Station roundabout.

A final survey was arranged once the subway had been re-opened. This survey was to understand pedestrians' preference for using the temporary crossing and subway. This survey was undertaken on Friday 18th November around a week after the subway had been re-opened. This allowed sufficient time for pedestrians to decide whether to revert back to using the subway or continue using the temporary Pelican crossings.

For the purposes of this assessment the peak period for crossing movements has been taken as 07:00-09:30 in the morning and between 16:00 and 18:30 in the evening. It is these 2 ½ hour time periods that have been considered in this report.

Queue length data

At each survey the queue lengths generated by the appearance of the temporary Puffin crossings was noted. With the proximity of congestion bottlenecks nearby, at the entry to Station roundabout and Gudge Heath Lane signal junction, each produced queuing through the crossing. This led to difficulties for the enumerators in differentiating between queuing associated with the crossing and the above mentioned remote influences.

In the AM peak the eastbound queues towards the roundabout were longer in the outside lane. The maximum queue length seen was over 20 vehicles which extended back beyond the Paxton Road junction. For the PM peak the eastbound queue lengths were more variable between the nearside and offside lanes. The maximum queue length was less than the in the morning peak with the longest queue back to the Paxton Road junction.

In the westbound direction the queues in the AM peak were much less than during the evening peak. Typically queues extended back to the Station roundabout but not on to it. During this period the nearside lane queue was slightly longer than the offside lane.

The greatest congestion noted occurred in the PM peak in the westbound direction. The recorded queue lengths in the nearside lane extended some way along Western Way. However there was difficulty in identifying the effect of the Pelican crossing on this queue which occurs most evening peak originating from the Gudge Heath Lane signal junction. The queue in the offside lane westbound was much shorter and for the most part did not extend back to Station roundabout.

An improvement scheme is being constructed at the A27 Gudge Heath Lane/Redlands Lane junction which will provide 2 ahead lanes in the westbound direction. Under this new arrangement the queuing in both westbound lanes at the crossing is likely to change. Drivers travelling westbound through the Gudge Heath Lane junction will be able to use the offside lane. Additionally the predicted queue in the westbound direction from the Gudge Heath Lane signal junction is not expected to extend much past Paxton Road and therefore is not expected to affect the crossing.

Crossing demand

The number of demands for each part of the staggered Pelican crossing is contained in tables 1 to 6 within the Appendix.

The only survey which was undertaken when users had a choice of using the Puffins or subway was that carried out on 18th November. Looking at the actual numbers of users recorded on this survey in the AM period a total of 84 people crossed between 07:00 and 09:30. Of these almost 2/3rds used the Puffin crossing with the remaining 1/3rd using the subway. While the total number who crossed in the PM period (16:00-18:30) was higher at 194 people the overall proportion using the Puffins compared to the subway was virtually the same as the morning period.

The waiting times for pedestrians at each temporary Pelican crossing is around 30 seconds. The overall waiting time to use both crossings is approximately 1 minute. Pedestrians using the subway are not subjected to any waiting delay.

The number of appearances for the Pelican crossing remained reasonably unchanged from the first survey through to the last survey even when the subway was re-opened. Despite users having the choice of the Pelican crossings or subway, the number of demands for the Pelican remained largely unaffected.

Modelling (traffic impact)

The predicted impact of the Pelican crossing on traffic flows has been assessed. This is important as despite having observed queue length data in the westbound direction the lane usage in this direction is heavily influenced by the layout at the Gudge Heath Lane junction. Even at the crossing the nearside lane is used by traffic headed westbound to Bishopsfield Road junction beyond and the offside lane by those turning into Gudge Heath Lane. The westbound dualling currently being constructed is expected to significantly alter the lane usage through the crossing. Drivers travelling westbound towards Bishopsfield Road junction will be able to use both lanes and the modelling allows this future behaviour to be assessed. The modelling supplements the

eastbound observed queue length data. It also offers a future assessment of the impact on traffic conditions.

The crossing has been modelled using Linsig software. The traffic flows have been taken from the most recent survey data (16th October 2012). The morning peak traffic flow period was 07:30 to 08:30 and the evening peak was 17:00-18:00.

The 2012 traffic data was increased to 2016 based on TEMPRO rates. A future year assessment for 2026 has also been undertaken to test the impact of the crossings to tie in with the Sub Regional Transport Model (SRTM). TEMPRO growth factors used in the SRTM have overall growth rates of 14% in the AM peak and 15% in the PM peak between 2010 and 2026. Pro-rata the growth rates between 2012 and 2016 have been calculated as 3.5% in the AM and 3.75% in the PM peak. Projecting ahead to 2026 the growth rates applied to the 2012 survey flows are 12.25% in the AM peak and 13.13% in the PM peak. No growth rate has been applied to the number of crossing appearances.

The crossing demand levels were taken from the 18th November 2016 survey data. For the morning period the crossings were demanded 18 times during the corresponding peak traffic hour and 29 times in the evening peak traffic hour. Taken as an average the crossings would appear every 3 1/3 minutes in the morning peak and every 2 minutes in the evening peak.

At these levels of modelled demand frequency for the crossings, altering the on street pedestrian waiting times would have little bearing on the modelling results. Therefore increasing the maximum pedestrian waiting time from 30 seconds under the temporary Pelican arrangement, to say 1 minute, would not affect the modelling. However making pedestrians wait longer, either throughout the day or at peak traffic flows periods, could influence the decision to use the subway in preference as no waiting delay would be incurred. Overall this may affect the number of times that the crossings are called in the peak periods but it would not alter the queues generated each time they did stop traffic. Any assumptions based on a reduced number of appearances for the crossing would be difficult to assess.

The modelling does not take into account the effect of the entry to the roundabout in the eastbound direction. The modelling assesses the crossing in an isolated situation with traffic able to freely flow at all times. Therefore the modelling results for the eastbound direction should be treated with caution when compared with the observed queue lengths.

A27 westbound drivers able to use either lanes once the Gudge Heath Lane dual scheme has been completed. To provide a robust set of results an assumption has been used that 2/3rd of the drivers will remain in the nearside lane to travel ahead with the remaining 1/3rd using the offside lane to travel ahead and turn right into Gudge Heath Lane. In the eastbound direction headed towards the roundabout the overall traffic flow has been split according to the lane markings.

The completion of the Gudge Heath Lane scheme is anticipated to remove the westbound queuing back from that junction through the crossing and on to Station roundabout. Therefore the modelling results carry greater insight into the impact of the crossing in isolation.

Modelling results

The Linsig results for the 2016 peaks are located in tables 7 and 8 and the results for the 2026 peaks are outlined in tables 9 and 10 in the Appendix.

Westbound direction

Based on the assumption that the existing A27 westbound congestion no longer exists following the implementation of the Gudge Heath Lane dual scheme, in 2016 the westbound queue generated by the crossing is not predicted to extend back on to the Station roundabout. Projecting ahead to 2026 the average maximum queue is likely to reach the roundabout. There will be increasing occasions in the 2026 PM peak when the generated queue will affect traffic using the roundabout.

Compared with the current situation the queuing associated with the crossing in isolation is considerably less than current levels experienced westbound in the PM peak. Undoubtedly the crossing would introduce queuing throughout the day when demanded, where none previously existed. However the level of queuing from the crossing would be relatively low and short lived.

Eastbound direction

In the eastbound direction heading towards the roundabout the modelling is unable to reflect the queuing caused by the roundabout that will continue to exist. Taken in isolation the crossing would generate average maximum queues of around 60 metres in the AM peak and 40 metres in the PM peak. Based on the continuing presence of queuing at the A27 The Avenue approach to the Station roundabout this is unlikely to be particularly significant when set against the background congestion.

Operation

The associated scheme at the A27 Redlands Lane/Gudge Heath Lane junction has been designed to alleviate the congestion currently experienced on The Avenue westbound particularly in the PM peak. The introduction of a Puffin crossing close to the Station roundabout should be carefully consider in this context.

To assist The Avenue westbound movement it may be desirable to link the appearance of the westbound crossing with the operation of the Redlands Lane/Gudge Heath Lane signals. This would be beneficial during the main road stage and right turn stage (stages 1 and 2 respectively). The Gudge Heath Lane signals would continue to operate under MOVA control which currently runs the duration of stages 1 and 2 well in excess of 1 minute in the PM peaks. Linking the westbound crossing with the operation of the signals would lead to considerable waiting times for users at this crossing. To ensure that the congestion benefits are realised for The Avenue westbound in the PM peak it may be necessary to link the crossing with the signals at these times. At other times of lighter traffic flow the crossing could operate independently greatly reducing waiting times for users. It should be remembered that users would still have the choice of using the adjacent subway should they find the waiting time at the crossing unacceptable in the PM peak.

Conclusions

The background level of queuing along The Avenue in both directions due to the Gudge Heath Lane signal junction and the Station roundabout make it difficult to isolate and identify the current congestion produced by the temporary Pelican crossing. Indeed in the westbound direction traffic conditions will change significantly once the Gudge Heath Lane dual scheme has been introduced.

In general queuing from the crossing in the westbound direction is not expected to extend on to the Station roundabout in the 2016 peaks. As traffic levels increase towards 2026, there will be increasing instances of queues forming on this roundabout in from the nearside lane in the PM peak. Compared with the current heavily congested conditions in the PM peak this should be greatly reduced and more sporadic in nature.

When demanded, a Puffin crossing would generate queuing in the westbound direction when none previously existed. However the duration of queueing from the crossing would be relatively short on most occasions. The benefits derived from the westbound capacity improvements at Gudge Heath Lane junction are expected to significantly outweigh the impact of a staggered Puffin crossing particularly in the evening peak.

In the eastbound direction the queueing back from the entry to Station roundabout will continue to extend through the crossing. At peak times the crossing is likely to have little additional impact on this queuing.

The level of demand for the temporary Pelican crossing remained high despite the alternative subway being available. Deliberately increasing the waiting time may encourage more pedestrians to return to using the subway. This effect would reduce the number of occasions that traffic would be stopped in The Avenue although when stopped the predicted queuing would still occur. The demand levels demonstrate that users prefer to use the Puffin crossing rather than the adjacent subway. This would underline the desire and need for a Puffin crossing,

Recommendation

It is recommended that the temporary Pelican crossing is replaced with a permanent staggered Puffin crossing for the following reasons;

1. There is a demonstrated preference in terms of usage towards a staggered Pelican crossing compared with the adjacent subway.
2. The impact of a staggered Puffin crossing on traffic would be marginal in the eastbound direction due to the overriding effect of queuing caused by the nearby roundabout.
3. The impact on westbound traffic from a staggered Puffin crossing would be relatively small and short lived. This would be mainly due to the capacity benefits derived from the widening scheme at the Gudge Heath Lane junction which are expected to outweigh the traffic delay caused by a staggered Puffin crossing.

Jonathan Mundy

Issue 1 January 2017

Permanent staggered Puffin crossing layout drawing (F6052/Detail/LY)

AM peak 16th September 2016 (surveyed data)

	Eastbnd crossing	Eastbound nearside lane		Eastbound offside lane		Westbnd crossing	Westbound nearside lane		Westbound offside lane	
	No of demands	Ave queue	Max queue	Ave queue	Max queue	No of demands	Ave queue	Max queue	Ave queue	Max queue
07:00 - 07:30	14	3.4	14	4.8	12	7	1	3	0.4	1
07:30 - 08:00	14	7.1	12	12.4	21	8	3.1	4	1	2
08:00 - 08:30	10	7.6	14	10.1	20	9	4	6	0.6	2
08:30 - 09:00	10	6.2	15	6.9	18	7	4.7	8	0.9	4
09:00 - 09:30	5	7.8	18	4	8	4	3	4	1	2

Table 1

PM peak 16th September 2016 (surveyed data)

	Eastbnd crossing	Eastbound nearside lane		Eastbound offside lane		Westbnd crossing	Westbound nearside lane		Westbound offside lane	
	No of demands	Ave queue	Max queue	Ave queue	Max queue	No of demands	Ave queue	Max queue	Ave queue	Max queue
16:00 - 16:30	7	7.9	>20	1	2	7	>12	>12	0.6	2
16:30 - 17:00	9	14.2	>20	4.4	10	12	>12	>12	2	7
17:00 - 17:30	6	4.8	10	2.1	4	11	>12	>12	1.1	4
17:30 - 18:00	6	6	>20	4.7	8	9	>12	>12	1.6	3
18:00 - 18:30	6	8.5	15	3	6	12	>12	>12	1.7	5

Table 2

AM peak 29th September 2016 (surveyed data)

	Eastbnd crossing	Eastbound nearside lane		Eastbound offside lane		Westbnd crossing	Westbound nearside lane		Westbound offside lane	
	No of demands	Ave queue	Max queue	Ave queue	Max queue	No of demands	Ave queue	Max queue	Ave queue	Max queue
07:00 - 07:30	13	6.7	20	13.6	20	6	3.8	5	5	10
07:30 - 08:00	15	15.2	20	15	20	15	9.3	15	4.4	12
08:00 - 08:30	11	17.7	20	20	20	12	15.5	25	1.7	5
08:30 - 09:00	11	17.3	20	15.3	20	10	18.7	25	1.7	4
09:00 - 09:30	11	17.3	20	15.5	20	11	20.3	25	1.5	6

Table 3

PM peak 29th September 2016 (surveyed data)

	Eastbnd crossing	Eastbound nearside lane		Eastbound offside lane		Westbnd crossing	Westbound nearside lane		Westbound offside lane	
	No of demands	Ave queue	Max queue	Ave queue	Max queue	No of demands	Ave queue	Max queue	Ave queue	Max queue
16:00 - 16:30	11	5	18	8.4	20	12	20	28	2.2	4
16:30 - 17:00	12	8.6	17	12.5	20	15	37	40	2.3	6
17:00 - 17:30	12	12.6	20	14.9	20	16	37	40	1.6	5
17:30 - 18:00	12	4.8	17	5.2	17	16	37	40	1.6	5
18:00 - 18:30	10	6.5	14	5.5	12	11	22	28	1.7	4

Table 4

AM peak 18th November 2016 (at-grade crossing) – (surveyed data)

	Eastbnd crossing	Eastbound nearside lane		Eastbound offside lane		Westbnd crossing	Westbound nearside lane		Westbound offside lane	
	No of demands	Ave queue	Max queue	Ave queue	Max queue	No of demands	Ave queue	Max queue	Ave queue	Max queue
07:00 - 07:30	9	7.2	>10	9	10	6	3	4	1.5	3
07:30 - 08:00	10	>10	>10	>10	>10	7	8.4	9	4.1	9
08:00 - 08:30	9	>10	>10	>10	>10	10	7.1	10	2.1	10
08:30 - 09:00	8	8	>10	8.1	>10	7	9	12	0.7	2
09:00 - 09:30	7	4.8	>10	3.6	>10	5	5.8	9	2.4	5

Table 5

PM peak 18th November 2016 (at-grade crossing) – (surveyed data)

	Eastbnd crossing	Eastbound nearside lane		Eastbound offside lane		Westbnd crossing	Westbound nearside lane		Westbound offside lane	
	No of demands	Ave queue	Max queue	Ave queue	Max queue	No of demands	Ave queue	Max queue	Ave queue	Max queue
16:00 - 16:30	8	6.8	>10	7.75	>10	12	32	>40	1.6	3
16:30 - 17:00	8	6.4	>10	5.2	>10	11	28	28	1.6	4
17:00 - 17:30	9	8.9	>10	>10	>10	14	28	28	2.1	5
17:30 - 18:00	9	4.9	>10	6.7	>10	15	28	28	1.8	4
18:00 - 18:30	6	4.3	10	7	10	8	20.9	>40	2.6	5

Table 6

2016 Linsig modelling results

2012 AM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
07:30-08:30	18 (200 sec cyt)	8	9	18 (200 sec cyt)	5	2

Table 7

2012 PM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
17:00-18:00	29 (120 sec cyt)	5	4	29 (120 sec cyt)	8	3

Table 8

2026 Linsig modelling results

2026 AM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
07:30-08:30	18 (200 sec cyt)	9	11	18 (200 sec cyt)	6	2

Table 9

2026 PM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
17:00-18:00	29 (120 sec cyt)	7	5	29 (120 sec cyt)	10	3

Table 10

Usage comparison between subway and temporary Puffin crossing

18 th Nov 2016	At-grade crossing		Subway	
	Total no of users	% split	Total no of users	% split
07:00-07:30	12	86%	2	14%
07:30-08:00	10	40%	15	60%
08:00-08:30	14	70%	6	30%
08:30-09:00	8	80%	2	20%
09:00-09:30	9	60%	6	40%
Overall	53	63%	31	37%

Table 11

18 th Nov 2016	At-grade crossing		Subway	
	Total no of users	% split	Total no of users	% split
16:00-16:30	21	61%	13	39%
16:30-17:00	23	55%	19	45%
17:00-17:30	31	74%	11	26%
17:30-18:00	41	73%	15	27%
18:00-18:30	15	75%	5	25%
Overall	131	67%	63	33%

Table 12

ITS Group

ETE Department

Hampshire County Council

DRAFT

A27 Station roundabout pedestrian facilities across A27 The Avenue

Pedestrian crossing technical report ADDENDUM

Introduction

A technical report was produced by the ITS Group dated 9th January 2017 which considered the impact of providing a signal controlled Puffin crossing on A27 The Avenue arm of Station roundabout in Fareham. Subsequent to producing this technical report a public notice was published at the site from 28th May 2017 for 28 days. The notice period informed members of the public of the proposals and sought their views on its provision. This public notice process resulted in 33 responses of which 31 objected to the proposal and 2 were in favour of the providing the Puffin crossing.

This technical report has been produced as an addendum to the original technical report and seeks to address the concerns identified from the public notice period.

From a technical perspective the area of concern raised was the additional traffic delay caused by the crossing which would be contrary to the overall scheme objectives of improving traffic flow along this section of the A27 particularly in the westbound direction. Queuing generated from the Puffin crossing has the potential to affect the operation of the Station roundabout which is located 60 metres to the east. This addendum seeks to explore queuing on the westbound approach to the crossing in greater detail and to further assess the potential impact on the roundabout.

Linsig results

The performance of the crossings was modelled in the original technical note using Linsig software. This is based on typical conditions with both traffic and pedestrian flows and demand spread evenly across each modelled period. This approach is normal practice for a Linsig model and for most crossings this is satisfactory and it would be unnecessary to consider their operation in greater detail.

In practice it can be expected that fluctuations will occur both daily and hourly in both the traffic flows and in the number of demands and actual times that the crossings are demanded. This will take the real-time performance of the crossing away from the modelled average results.

It is important to recognise that the results output from Linsig are averages. Therefore for 50% of the time the maximum queue generated by the crossing may be less than the quoted figure but for the other 50% it will be longer. Where the maximum average queue length is quoted this

provides a typical queue length but not an absolute maximum. Therefore some degree of caution should be given to the impact of queuing particularly where it may have secondary effects such as a nearby roundabout.

It is also worth recognising that the Linsig results relate to static queuing and does not include any following vehicles that may be slowed down by the static queue.

In response to the high number of objections to this crossing and the potential to adversely affect traffic flow along the A27 westbound and on Station roundabout, a closer more refined set of sensitivity models have been run to gain a greater understanding of how the crossing would be likely to operate.

Pedestrian crossing demand

The original modelling considered the surveyed appearances of the temporary Pelican crossing across the peak traffic periods. During the surveyed AM peak hour (07:30-08:30) the westbound crossing was demanded on 18 occasions. This produced an average period of 3 1/3 minutes (200 seconds) between crossing demands. In the PM peak hour (17:00-18:00) there was higher demand for the westbound crossing with 29 appearances. The average duration between demands was 2 minutes (120 seconds). These average periods between demands were used in the Linsig modelling to determine the typical cycle time of the crossing.

As part of the pedestrian survey the real time was noted on each occasion the crossing stopped the traffic. From this high level of data the actual durations between the crossing appearances can be examined more accurately.

Based on the crossing appearing on average every 3 1/3 minutes in the AM peak and every 2 minutes in the PM peak the previous modelling showed queues to clear after each demand with the Degree of Saturation (DoS) being less than 90%.

At a standalone crossing the maximum waiting time from when pedestrians demand the crossing to traffic being stopped is generally 30 seconds. When pedestrians arrive at the crossing in close succession, consecutive demands for the crossing could occur. Under these conditions there may be insufficient time for the traffic queue to clear before traffic is stopped again. From the survey times when the crossing appearances were less than 50 seconds apart the crossing had been demanded immediately after it had previously run.

In the AM peak survey the westbound crossing only appeared consecutively on 1 occasion. However in the PM peak the number of consecutive demands was much higher occurring on 8 occasions.

A sensitivity test has been run on the Linsig model to determine the effect of consecutive demands on traffic conditions. A cycle time of 50 seconds (vehicle green 30 seconds) has been applied to replicate this situation in both the 2016 and 2026 AM and PM peaks. With queuing back from the crossing potentially affecting Station roundabout the sensitivity test has only been applied to the westbound crossing. The sensitivity test results for the westbound crossing are shown below in tables 1 and 2.

Sensitivity test A- 2016 Linsig modelling results (consecutive demands)

2016 AM peak	Westbound nearside lane	s
	Max ave queue	Max ave queue
07:30- 08:30	5	2

Table 1

2016 PM peak	Westbound nearside lane	Westbound offside lane
	Max ave queue	Max ave queue
17:00- 18:00	9	3

Table 2

Sensitivity test A- 2026 Linsig modelling results (consecutive demands)

2026 AM peak	Westbound nearside lane	Westbound offside lane
	Max ave queue	Max ave queue
07:30- 08:30	6	2

Table 3

2026 PM peak	Westbound nearside lane	Westbound offside lane
	Max ave queue	Max ave queue
17:00- 18:00	11	3

Table 4

There is storage for around 10 vehicles before the queue would extend on to the roundabout itself. From the above results it can be seen in the 2016 and 2026 AM peaks that even with consecutive demands the queue generated from the crossing is unlikely to affect the roundabout. Queuing would be greater in the PM peaks and for 2016 the static queue would almost reach the roundabout. Projecting ahead to 2026 with consecutive demands the queue would spill on to the roundabout itself.

Lane usage

A27 westbound drivers will be able to use either westbound lanes once the Gudge Heath Lane dual scheme has been completed. Linsig would usually seek to balance the traffic evenly across the available lanes to provide the optimum performance. However the original technical report took a more robust approach and the traffic flows were manually adjusted so that 66% of the drivers would remain in the nearside lane to travel ahead with the remaining 33% using the offside lane to travel ahead and turn right into Gudge Heath Lane. This proportion has been applied to the above results (tables 1 – 4) for consistency with those originally modelled.

The usage of the lanes has a large bearing on the resultant queues at the crossing. In this addendum a sensitivity test has been produced to determine the effect of a lower transfer of vehicles from the nearside lane across to the offside lane. For the purposes of this sensitivity test 75% of the vehicles have been assigned to the nearside lane and 25% to the offside lane.

The results based on the same cycle time as originally used to represent average conditions are outlined below in tables 5-8.

Sensitivity test B- 2016 Linsig modelling results (westbound - 75% use of nearside lane; 25% use of offside lane)

2016 AM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
07:30-08:30	18 (200 sec cyt)	8	9	18 (200 sec cyt)	6	1

Table 5

2016 PM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
17:00-18:00	29 (120 sec cyt)	5	4	29 (120 sec cyt)	10	2

Table 6

Sensitivity test B- 2026 Linsig modelling results (westbound - 75% use of nearside lane; 25% use of offside lane)

2026 AM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
07:30-08:30	18 (200 sec cyt)	9	11	18 (200 sec cyt)	7	2

Table 7

2026 PM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
17:00-18:00	29 (120 sec cyt)	7	5	29 (120 sec cyt)	13	2

Table 8

Examining the westbound queues with less balanced lane usage indicates that in both the 2016 and 2026 AM peaks the queue could still be contained without affecting the roundabout.

Looking at the 2016 PM peak indicates that the average queue would reach the roundabout. With traffic flows increasing to 2026 in the PM peak static queues would extended further on to the roundabout. Consequently they would take longer to clear affecting the operation of the roundabout for more sustained periods although it would not be possible to quantify this duration.

Consecutive crossing demands with less balanced lane usage

A further sensitivity test has been run to determine the effect of consecutive crossing demands together with the above less balanced lane usage of the A27 westbound. Similarly to before the cycle time has been run at 50 seconds to replicate consecutive demands and a 75%/25% traffic split has been applied across the westbound lanes. The results for this situation are outlined below in tables 9 -13.

Sensitivity test C - 2016 Linsig modelling results (consecutive crossing demands; westbound - 75% use of nearside lane; 25% use of offside lane)

2016 AM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
07:30-08:30	18 (200 sec cyt)	8	10	18 (200 sec cyt)	6	2

Table 9

2016 PM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
17:00-18:00	29 (120 sec cyt)	6	4	29 (120 sec cyt)	12	2

Table 10

Sensitivity test C - 2026 Linsig modelling results (consecutive crossing demands; westbound - 75% use of nearside lane; 25% use of offside lane)

2026 AM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
07:30-08:30	18 (200 sec cyt)	10	13	18 (200 sec cyt)	7	2

Table 11

2026 PM peak	Eastbnd crossing	Eastbound nearside lane	Eastbound offside lane	Westbnd crossing	Westbound nearside lane	Westbound offside lane
	No of demands	Max ave queue	Max ave queue	No of demands	Max ave queue	Max ave queue
17:00-18:00	29 (120 sec cyt)	7	5	29 (120 sec cyt)	15	2

Table 12

Under these conditions westbound queuing in the AM peaks would be unlikely to extend back on to the roundabout. In the 2016 PM peak the queue would back on to the roundabout and with

higher flows in the 2026 PM peak extensive queues would form around the roundabout with consecutive demands for the crossing.

Conclusions

The conclusion from the January 2017 technical report on the impact of the crossing on Station roundabout was

“In general queuing from the crossing in the westbound direction is not expected to extend on to the Station roundabout in the 2016 peaks. As traffic levels increase towards 2026, there will be increasing instances of queues forming on this roundabout in from the nearside lane in the PM peak.”

The further sensitivity tests undertaken in this addendum to the technical note provide greater detail on these occurrences for the critical westbound direction helping to clarify the impact on Station roundabout.

In the AM peaks even with westbound traffic being less balanced than previously assumed and with consecutive crossing demands it is unlikely that queues would extent back on to the roundabout.

It is the PM peak changes to the assumed lane usage or under periods of consecutive demands for the crossing would have a marked effect on queuing back to the roundabout.

At times of consecutive crossing demands the westbound queue in the 2016 PM peak would start to reach the roundabout. With increasing flows in the 2026 PM peak the queues would extend on to the roundabout with consecutive demands.

When less balance lane use is also taken into consideration the results suggest that westbound queues would extend on to the roundabout in both the 2016 and 2026 PM peaks. Added to this is the secondary impact of vehicles slowing down being impeded by the static queue.

It can be seen that the crossing would potentially have a detrimental impact on the operation of the roundabout. It is difficult to determine the individual durations of these occurrences although based on the survey data they would occur on 8 occasions during the PM peak hour.

Jonathan Mundy

June 2017

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date of Decision:	11 July 2017
Decision Title:	Appointments to Statutory Joint Committees and Outside Bodies
Report From:	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347

Email: katy.sherwood@hants.gov.uk

1. The Decision (PROPOSED):

a) That the Executive Member for Environment and Transport be requested to make appointments to the Statutory Joint Committees and Outside Bodies as detailed below. The term of office to expire in May 2021.

b) That the remaining Outside Bodies are reviewed and any necessary appointments are made at a future Decision Day.

OUTSIDE BODIES AND OTHER ORGANISATIONS

	<u>Name of Body</u>	<u>Description</u>	<u>Previous representatives</u>	<u>Appoint ment(s) until May 2021</u>
1.	Barton Farm Development Forum 2 + (2 deputies)	The purpose of the Barton Farm Development Forum is to assist in the establishment of a successful new community by providing an opportunity for the public discussion of issues and the provision of purposeful guidance.	Mather (Stallard) Tod (Porter)	
2.	Bus Lane Adjudication Service Joint Committee 1	The Bus Lane Adjudication Joint Committee has been established to provide all councils having the power to undertake civil parking enforcement of bus lane contraventions to exercise their function under Regulation 11 of the Bus Lane Contraventions (Penalty Charge Adjudication and Enforcement) (England) Regulations 2005. These functions are exercised through the Joint Committee in accordance with Regulation 12 of The Bus Lane Contravention (Penalty Charge,	G Burgess (same as PATROL)	

		Adjudication Enforcement) (England) Regulations 2005.		
3.	Community Rail Partnership - Lymington to Brockenhurst 1	The Lymington-Brockenhurst Community Rail Partnership (LB CRP) was launched in July 2008 with formal designation granted from the DfT on the same day as the lines 150th Anniversary. The partnership's stakeholders are South West Trains, Hampshire County Council, New Forest District Council, New Forest National Parks Authority, Lymington and Pennington Town Council, Brockenhurst Parish Council, Wightlink and the Chamber of Commerce. However due to successful projects and partnership working, the CRP have expanded its executive membership to include the Police and Brockenhurst College.	Kendal	
4.	Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty Partnership Panel 1	There have always been historical, natural and social links between the valley and the Chase downland which the LP scheme will explore and reinforce. A broad range of activities will allow individuals, communities and new audiences to help conserve, enhance, understand and learn about this unique heritage and to become the beating heart of the Cranborne Chase itself.	Rippon-Swaine	
5.	North Wessex Downs Area of Outstanding Natural Beauty - Council of Partners 1 (+ deputy)	This comprises representatives of the nine local authorities that have a responsibility for the area, with representatives of Natural England, community and parish, farming and rural business, historic environment, nature conservation, rural recreation and tourism.	Mcnair-Scott (Still)	
6.	PATROL (Parking and Traffic Regulations Outside London) Adjudication Joint Committee	The PATROL Adjudication Joint Committee has been established to enable all Councils having Civil Enforcement Area Orders, enabling them to carry out civil enforcement of parking contraventions, to exercise their functions under Section 81 of the Traffic Management Act 2004 and Regulations 17 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007. These functions are exercised through the Joint Committee in accordance with the requirements of Regulation 16 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007.	G Burgess (same as Bus Lane Adjudication JC)	
7.	Queen Elizabeth II Barracks Transport Contributions Steering Group 1	This is a group set up by the local community (Parish, County and District Councillors) following the QE2 Barracks development. They are an advisory body only and were set up to comment on the allocation of the S106 transport contributions. The group is administered by Hart DC	Wheale	
8.	Southern Regional Flood and Coastal Committee (SRFCC)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local	Bolton, Reid (Wheale)	

	2 (+ deputy)	Flood Authorities (LLFAs) and independent members with relevant experience.		
9.	Thames Basin Heaths Special Protection Area Joint Strategic Partnership Board 1	The SPA extends over 11 local planning authorities in Surrey, Berkshire and Hampshire and comprises a network of 13 Sites of Special Scientific Interest (SSSI) of predominantly lowland heathland and woodland. The TBH SPA is designated because of the presence of breeding populations of Dartford Warblers, Woodlarks and Nightjars.	Glen	
10	Thames Regional Flood and Coastal Committee 1 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.	Reid (Wheale)	
11	Wessex Regional Flood and Coastal Committee 1 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.	Bolton (Wheale)	
12	Whitehill and Bordon Consultative Group (Whitehill and Bordon Opportunity Eco-town Standing Conference and Delivery Board) 1		Carew	
13	Whitehill and Bordon Town Partnership Committee 1	Develop Whitehill and Bordon into a thriving, active community, offering facilities in keeping with the size of the population, to include recreational, leisure, cultural, educational and employment opportunities, whilst making the best use of the environmental assets of the area	Carew	
14	Winchester Action on Climate Change (WinACC) 1	Winchester Action on Climate Change (WinACC) works to cut the carbon footprint of Winchester district. We are local residents, businesses and policy-makers, working together to tread more lightly on the planet.	Huxstep	

2. Reason for the decision:

2.1. To maintain County Council representation on committees and bodies within the community.

3. Other options considered and rejected:

3.1. Not to make appointments, which would cease County Council representation.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker: None

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by:

**Executive Member for Environment and Transport
Councillor Rob Humby**

Date: 11 July 2017