

## NOTICE OF MEETING

<b>Meeting</b>	Executive Member for Environment and Transport Decision Day
<b>Date and Time</b>	Tuesday, 4th June, 2019 at 2.00 pm
<b>Place</b>	Chute Room - HCC
<b>Enquiries to</b>	members.services@hants.gov.uk

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

## FILMING AND BROADCAST NOTIFICATION

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

## AGENDA

### KEY DECISIONS

**1. PROJECT APPRAISAL: HUT HILL CHANDLERS FORD TO CHILWORTH CYCLEWAY/FOOTWAY (Pages 5 - 18)**

To consider a report of the Director of Economy, Transport and Environment regarding a scheme to implement an off-road shared cycle/pedestrian route along Hut Hill, linking Chandlers Ford with Chilworth, to improve facilities for those travelling between the settlements.

**2. M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDABOUT SCHEME - PROJECT APPRAISAL UPDATE (Pages 19 - 32)**

To consider a report of the Director of Economy, Transport and Environment seeking approval of the updated Project Appraisal (adding additional cycling provision) for the implementation of the Scheme to improve M27 Junction 9 and Parkway South Roundabout, Whiteley, at an estimated cost of £23.128million.

### NON KEY DECISIONS

**3. TRANSFORMING CITIES FUND TRANCHE 2 UPDATE (Pages 33 - 38)**

To consider a report from the Director of Economy, Transport and Environment, which provides an update on the success of the County Council's Tranche 1 bids to the Department for Transport's (DfT) Transforming Cities Fund, and also on the preparation of draft Strategic Outline Business Cases (SOBC) for Tranche 2, in partnership with the respective city councils, to be submitted in June this year.

**4. VILLAGE TRAFFIC MANAGEMENT IMPROVEMENTS OVER WALLOP ANDOVER** (Pages 39 - 48)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the proposed approach to the Over Wallop traffic management scheme, including traffic calming in Station Road.

**5. PROJECT APPRAISAL: FAREHAM AIR QUALITY IMPROVEMENT SCHEME** (Pages 49 - 76)

To consider the report of the Director of Economy, Transport and Environment seeking approval to procure and spend, to facilitate delivery of a package of cycle network improvements in Fareham.

**6. HAMPSHIRE COUNTY COUNCIL RESPONSE TO GOVERNMENT CONSULTATION ON THE DRAFT FLOOD AND COASTAL EROSION RISK MANAGEMENT STRATEGY FOR ENGLAND** (Pages 77 - 90)

To consider a report of the Director of Economy, Transport and Environment regarding the consultation on the Draft National Flood and Coastal Erosion Risk Management Strategy launched by the Government on 9 May 2019, and setting out the County Council's broad position in relation to the key issues ahead of submitting a formal written response by 4 July 2019.

**ABOUT THIS AGENDA:**

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

**ABOUT THIS MEETING:**

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

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

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	4 June 2019
<b>Title:</b>	Project Appraisal: Hut Hill, Chandlers Ford to Chilworth Cycleway/Footway
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Adam Bunce

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

#### Purpose of this Report

1. The purpose of this paper is to provide details of a scheme to implement a 3 metre wide off-road shared use Cycleway/Footway along Hut Hill, linking Chandlers Ford with Chilworth to improve facilities for those travelling between the settlements.

#### Recommendations

2. That the Executive Member for Environment and Transport approve the Project Appraisal for Hut Hill, Chandlers Ford to Chilworth shared use Cycleway/Footway, as outlined in this report.
3. That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the shared use Cycleway/Footway along Bournemouth Road, Chandlers Ford to Chilworth ("the scheme"), as set out in this report, at an estimated cost of £1.14 million to be funded from developer contributions and the Transforming Cities Fund.
4. That approval be given to enter into contractual arrangements, in consultation with the Head of Legal Services, to transfer the £770,000 of Transforming Cities funding from Southampton City Council to the County Council.
5. That authority is given to secure all necessary rights, easements, licences, consents and permissions, in consultation with the Head of Legal Services, to enable implementation of the scheme.
6. 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.

## **Executive Summary**

7. This route has previously been identified in both Eastleigh and Test Valley Cycle Strategies and their respective District Transport Statements. It has been identified as a strategic cycle route and is one of the three north-south connections between Eastleigh district and Southampton for cyclists. Cyclists currently use the route, and monitoring has shown in excess of 230 daily cycle movements, reflecting its use as an important link between large residential and employment areas, as well as providing access to schools, other local amenities, and leisure facilities.
8. Two alternative options were considered which can be summarised below:
  - at the same location as the preferred option (option 1), provide a 2.5m wide shared use Cycleway/Footway adjacent to the existing kerblines, reducing the levels of the bank between the carriageway and layby. The route follows the existing carriageway edge and will require a new double height kerb; and
  - at the same location as the preferred option, provide a 3m wide facility with a new double height kerblines in the safety margin.
9. Cycle count surveys will be undertaken following completion of the shared use Cycleway/footway, which can be compared to previous data to determine how successful the cycle route is at improving active travel in the area.

## **Contextual Information**

10. Hut Hill is located within both Eastleigh and Test Valley districts and borders Southampton City at the southern extremity. It is made up of the southern section of the C358 Bournemouth Road and C231 Winchester Road. It is proposed to provide a 3 metre wide off-road shared use Cycleway/Footway along Hut Hill, linking Chandlers Ford with Chilworth to improve facilities for those travelling between the settlements. A location plan is included as Appendix 1 of this report.
11. This route has previously been identified in both Eastleigh and Test Valley Cycle Strategies and their respective District Transport Statements. It has been identified as a strategic cycle route and is one of the three north-south connections between Eastleigh district and Southampton for cyclists. Cyclists currently use the route, and monitoring has shown in excess of 230 daily cycle movements, reflecting its use as an important link between large residential and employment areas, as well as providing access to schools, other local amenities and leisure facilities.
12. Bournemouth Road and Winchester Road are busy, with approximate traffic flows of 14,516 vehicles (in both directions) over a 12 hour period weekday average (March 2015). There is a 40mph speed limit in force with a 60mph limit in the central section, and the route is used by buses.

13. The northern and southern sections are lit, but the large central area is unlit. Currently, there is unbroken footway on the western side for the whole length, which narrows in places, and there is no footway for the majority of the eastern side.
14. The total length of the Hut Hill shared use Cycleway/Footway is approximately 2km, commencing at the Bournemouth Roundabout, close to Hampshire Corporate Business Park and passing over the M27 Motorway to connect with the northern end of The Avenue.

## Finance

15.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	100	9	Developer contributions	370
	Client Fee	50	4	Transforming Cities Fund	770
	Supervision	25	2		
	Construction	940	83		
	Land	25	2		
	Total	<u>1140</u>	<u>100</u>	Total	<u>1140</u>

16.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3	0.001%
	Capital Charge	110	0.069%

## Programme

17.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	06/19	08/19	12/19	12/20

## Scheme Details

18. The scheme involves the implementation of an off-road shared use Cycleway/Footway along the western side of Hut Hill, between the Asda roundabout and the boundary with Southampton City Council. A minimum

2.5 metre width route should be delivered, increasing to 3 metres where conditions permit by widening of the existing footway, which will enable conversion to shared use. Where this is not possible, it will be necessary to reduce the width of the carriageway to achieve the required footway width. Investigations have been made into whether or not a formal segregation of the cycle and footways may be made with the use of a centre line, in particular near driveways, but to achieve this a 4.5m width is required, which is not available at this location.

19. Vegetation along the route will be cut back and there will be some tree clearance from the existing highway verge. There will also be relocation of street lighting columns, telegraph and electricity poles, and adjustments to the existing drainage, all within the public highway, to facilitate the widened footway. Signage and associated road lining, including measures to prevent vehicles from parking on the shared use Cycleway/Footway, specifically adjacent to the lay-by, will be included within the scheme.
20. The shared use Cycleway/Footway will pass over the M27 bridge, which is a structure owned and maintained by Highways England. To allow the route to pass over the bridge, it will be necessary to increase the height of the bridge parapets to maintain safety for cyclists. Hampshire County Council are currently in dialog with Highways England over this aspect of the scheme. Alternative options are being explored to safeguard project delivery if the parapet works cannot be undertaken during the construction phase.

### **Departures from Standards**

21. None.

### **Community Engagement**

22. During the detailed feasibility study, Eastleigh Borough Council undertook consultation with the following key stakeholders:-

- Highways England;
- Hampshire County Council - Landscape & Arboricultural teams;
- Hampshire County Council - Hampshire Highways;
- Hampshire County Council - Road Safety;
- Eastleigh Borough Council;
- Test Valley Borough Council;
- Southampton City Council; and
- Sustrans.

23. No members of the public have been directly consulted. However, the development of the route has been consulted on through its inclusion in the Eastleigh Cycle Strategy.
24. Frontages directly impacted by the proposals have been contacted by letter to inform them of the proposed scheme. Site meetings will be held with any residents who have queries regarding the design.
25. County Members, Councillor Irish and Councillor Grajewski, have been notified of the intention to commence with detailed design of this shared route. Councillor Grajewski has expressed her support for the scheme and Councillor Irish didn't provide any comments.
26. The six district members from Test Valley Borough Council and Eastleigh Borough Council covering this location were also informed of the impending detailed design for the scheme. No comments have been received from any of them.

### **Statutory Procedures**

27. No statutory procedures will be required for the scheme's implementation.

### **Land Requirements**

28. There is a need to dedicate some land along the proposed shared use Cycleway/Footway that is located at the back of the existing footway due to a bus shelter that is currently within the footway. The land required is owned by the Hampshire Corporate Park, and Hampshire County Council Estates is currently in the process of negotiating for the acquisition of the required land. It is expected to have the agreement in place prior to works commencing on site.
29. There is also a need to dedicate a small parcel of land at the junction of Winchester Road and Birch Road for consistency of the shared use Cycleway/Footway.
30. All land that doesn't require dedication as part of the proposed shared use Cycleway/Footway is within the existing public highway and runs parallel to the carriageway. This will enable conversion of the footway to a shared use path under section 65 and 66 of the Highways Act.

### **Maintenance Implications**

31. The proposal involves the widening of the existing footway, which will result in an increase in overall long-term maintenance. However, as the footway will be resurfaced there should be no maintenance requirement for a number of years.

32. The design drawings have been subject to a preliminary stage asset management check and updated accordingly. The only comment that has been discussed further is the use of buff coloured surfacing on the edge of the footway along the national 60mph speed limit section, which has been included following road safety advice from County Council safety auditors. Updated drawings will be shared with asset management specialists for a more detailed review prior to tender.



## 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.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

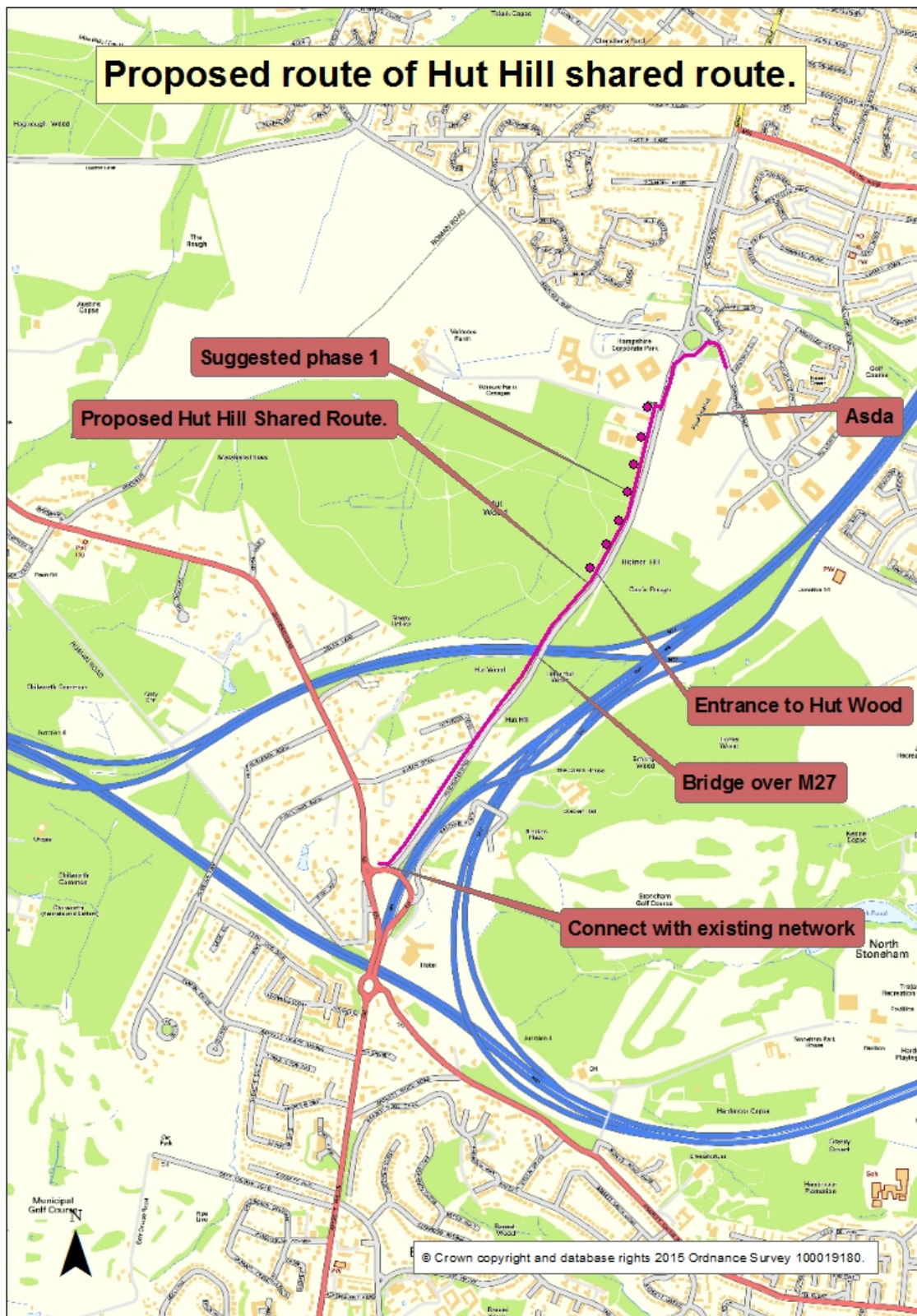
- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share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

### **2. Equalities Impact Assessment:**

The scheme will have a neutral impact on groups of individuals with protected characteristics. The enhanced shared use cycleway/footway will have a positive impact on all pedestrians and cyclists, but no additional impact on those with protected characteristics.



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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	4 June 2019
<b>Title:</b>	M27 Junction 9 and Parkway South Roundabout Scheme – Project Appraisal Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Duncan Stewart

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### Purpose of this Report

1. The purpose of this paper is to seek approval of the updated Project Appraisal for the implementation of the Scheme to improve M27 Junction 9 and Parkway South Roundabout, Whiteley, at an estimated cost of £23.128 million, including the provision of pedestrian and cycle facilities to be funded from the grant secured from the Highways England Designated Cycle Fund.

### Recommendations

2. That the Executive Member for Environment and Transport notes the increase in value of £898,000 for the M27 Junction 9 and Parkway South Roundabout scheme (“the Scheme”) to allow pedestrian and cycle facilities to be added to its scope in accordance with the aspiration set out in the Executive Member for Environment and Transport Decision Report of January 2019, with the increase fully funded from grant secured from the Highways England Designated Cycle Fund.
3. That the Executive Member for Environment and Transport approves the updated Project Appraisal for the M27 Junction 9 and Parkway South Roundabout scheme, as outlined in this report.
4. That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, and including any necessary funding or other agreements with Highways England, to implement the proposed improvements to M27 Junction 9, Whiteley Way and Parkway South Roundabout, as set out in this report, at an estimated cost of £23.128 million to be funded from a combination of Highways England Growth and Housing Fund, Highways England Congestion Relief Fund, Highways England Designated Cycle Fund, Local Transport Plan funding, and developer contributions.

5. 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.

### **Executive Summary**

6. On 15 January 2019 a detailed Project Appraisal was approved by the Executive Member Environment and Transport for the M27 Junction 9 and Parkway South Roundabout Scheme. Following approval of the Project Appraisal, Hampshire County Council has secured additional funding from the Highways England Designated Cycle Fund to ensure that pedestrian and cycle facilities can now be delivered as part of the Scheme.
7. The purpose of this paper is to seek approval of the updated Project Appraisal for the implementation of the Scheme to improve M27 Junction 9 and Parkway South Roundabout, Whiteley, at an estimated cost of £23.128 million, including the provision of pedestrian and cycle facilities to be funded from the grant secured from the Highways England Designated Cycle Fund.
8. This Project Appraisal repeats some information contained in the previous report in order to provide a definitive scheme reference.
9. Consultation carried out for the Scheme identified that while there is strong support for the proposed improvements, many respondents also wanted improved facilities for pedestrians and cyclists in this location.
10. The M27 is a critical, strategic corridor in southern Hampshire which helps to keep the economy moving, but at peak times queues caused by congestion at Junction 9 can extend back several kilometres along the motorway. The Scheme is essential to improve traffic flow and journey times in the area. Both junctions currently experience severe congestion in the morning and evening peak periods and traffic queuing on the motorway off-slips at Junction 9 causes operational and safety issues on the M27 mainline. Furthermore, in the morning peak hour, congestion at Parkway South Roundabout can regularly block back to Junction 9, while in the evening peak hour congestion at Junction 9 frequently blocks back to Parkway South Roundabout.
11. The congestion is judged to be detrimentally impacting business attraction and retention in two large regionally significant adjacent Business Parks, Solent and Segensworth, located to the north and south of Junction 9 respectively.
12. The Scheme developed by the County Council will provide a significant increase in traffic capacity at both junctions, which forecasts suggest will be sufficient to alleviate the existing congestion issues and provide spare capacity to accommodate traffic associated with future developments.

## Contextual Information

13. In late 2015, Highways England (HE) withdrew funding for its improvement scheme at M27 Junction 9, following a review of budget. The HE scheme was limited to widening of the off-slips and did not address the capacity problems on the roundabout circulatory carriageway or on the local road network.
14. Around the same time, the County Council commenced work to develop a feasibility improvement scheme for the Parkway South Roundabout. This junction was identified for improvements by the promoters of the 'North Whiteley' development, but the County Council considered that the proposed improvements did not offer sufficient future capacity and elected to develop its own scheme to fully address the forecast congestion issues. A financial contribution from the 'North Whiteley' developers towards this junction has been secured instead via Section 106 agreement. This contribution forms a critical component of the funding for the Scheme now proposed.
15. Following discussions with HE, the County Council submitted a bid to the HE Growth and Housing Fund (GHF) in March 2016, for funding towards improvements to Parkway South Roundabout and M27 Junction 9.
16. Bid information was re-submitted during late summer 2016, and the resulting new preferred scheme developed by the County Council reflects the operational dependency between the two junctions and provides enhanced capacity and safety improvements.
17. Subsequent to this, the County Council has undertaken further scheme appraisal work to satisfy the requirements of the HE bid assessment process including traffic modelling, economic and cost/benefit appraisal and environmental assessments. The appraisal demonstrated the Scheme to have a 'very high' value for money.
18. In September 2017, the Executive Member for Environment and Transport delegated authority to the Director of Economy, Transport and Environment to progress the design and development work for the Scheme including the progression of all necessary advance works. In July 2018, the Executive Member for Policy and Resources approved the recommendation from the Executive Member for Environment and Transport to make a Compulsory Purchase Order for the land required to deliver the Scheme.
19. A review of the design identified several issues with regard to the proposed realignment of Whiteley Way on the approach to M27 Junction 9. Widening of the carriageway on the eastern side of Whiteley Way would require significant retaining structures and it was considered that the cost and resulting network delays of providing these would be prohibitive. The construction of the structures would require continuous lane closures for an extended period of time with significant additional delay to motorway and local traffic in an already heavily congested, traffic sensitive location, and

with likely added regional network implications and associated negative economic effects.

20. An alternative option for widening of the carriageway on the western side of Whiteley Way on the exit from the roundabout at M27 Junction 9 is now proposed. The realignment of proposed carriageway widening was reported to the Executive Member for Environment and Transport at the decision day held on 5th June 2018.
21. A detailed Project Appraisal for the M27 Junction 9 and Parkway South Roundabout Scheme was approved by the Executive for Member Environment and Transport at the Decision Day held on 15 January 2019.
22. Consultation carried out for the Scheme identified that many respondents wish to see improved pedestrian and cycle access in this location. Subsequently, a grant has been secured from the Highways England Designated Cycle Fund to ensure that a shared use path for pedestrian and cyclists can be provided on the western side of Whiteley Way between M27 Junction 9 and Parkway South Roundabout with suitable facilities for crossings at each junction to connect to existing pedestrian and cycle routes.

## Finance

23.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	2,086	9%	HE Growth & Housing	9,900
	Client Fee	355	1.5%	HE Congestion Relief	3,000
	Supervision	1,123	4.9%	HE Designated Cycle Fund	898
	Construction	19,564	84.6%	Local Transport Plan	2,999
				Developer contribution	6,175
				HE (other)	156
	<b>Total</b>	<u>23,128</u>	<u>100%</u>	<b>Total</b>	<u>23,128</u>

24.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committees budget</u>
	Net increase in current expenditure	21	0.018
	Capital Charge	2,225	1.391

25. The estimated costs excluded free vehicle recovery on the motorway slip roads during the works. Following discussion with Highways England it is understood that Highways England and Hampshire County Council will work together to provide combined free vehicle recovery between the Hampshire County Council scheme and the Smart Motorways scheme which will

provide significant efficiencies. Early negotiations with Highways England indicate that the costs are likely to be covered by the Smart Motorway scheme.

26. Following previous approval of the Project Appraisal and scheme budget of £22.230 million at the Executive Member for Environment and Transport Decision Day on 15 January 2019, additional external funding totalling £898k has been secured from the Highways England Designated Cycle Fund to ensure that facilities for pedestrians and cyclists can be delivered as part of the Scheme. This is in keeping with the aspiration set out in the decision report presented to the Executive Member for Environment and Transport decision day in January of this year. The additional funding, and subsequent £898,000 increase in the scheme value, was provisionally approved by the Director of Economy, Transport and Environment in May 2019. The Executive Member for Environment and Transport is asked to note this increase in value.

### **Programme**

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

### **Scheme Details**

29. The Scheme, including the amended alignment for carriageway widening on Whiteley Way and the alignment of a shared use path for pedestrians and cyclists is shown on the plan included at Appendix 1.
30. At Junction 9 the Scheme involves carriageway widening which will be undertaken to provide an additional lane on both motorway off-slip roads, the westbound on-slip road and the Whiteley Way approach, together with additional lanes on the northern and southern sections of the circulatory carriageway.
31. At Parkway South Roundabout, a new larger fully-signalised roundabout will be provided, with carriageway widening to provide additional traffic lanes on all approaches and the circulatory carriageway.
32. A shared use path for pedestrians and cyclists will be provided on the western side of Whiteley Way between M27 Junction 9 and Parkway South Roundabout with controlled crossings at each junction to provide safe access and connections to existing pedestrian and cycle routes on Whiteley Way, Rookery Avenue and within the Segensworth Business Park.

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

#### **Departures from Standards**

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

## **Community Engagement**

41. In November 2017 a public exhibition regarding the proposals was held at the Solent Hotel, Whiteley. The exhibition displayed detailed information about the proposals for the Scheme.
42. Following the exhibition a public consultation was undertaken over a seven week period between 16 November 2017 and 4 January 2018. The consultation included information about planned transport improvements at M27 Junction 9 and Parkway South Roundabout.
43. The exhibition was attended by 376 visitors and 297 questionnaires were returned including 146 online responses.
44. The results from the consultation indicated a strong level of support for the Scheme, with 76% of respondents supporting the proposals to improve the M27 Junction 9 and Parkway South Roundabout.
45. The public consultation highlighted that there is support for elements of the Scheme regarding traffic capacity improvements but that many respondents wanted to see improved facilities for pedestrians and cyclists included in the proposals.
46. Subsequently, Hampshire County Council has secured grants totalling £898k from the Highways England Designated Cycle Fund to ensure that infrastructure for pedestrians and cyclists can be delivered as part of the Scheme.
47. Council officers have attended the North Whiteley Development Forum and the Whiteley Business Forum to provide updates regarding scheme progress and further information regarding the proposed programme for commencement and duration of works.

## **Statutory Procedures**

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

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

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

### **Land Requirements**

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



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

### **Maintenance Implications**

58. The proposals will generate increased maintenance pressures which have been calculated at £21k per annum and should be taken into account when setting future annual highway maintenance budgets.
59. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site.

## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

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

### Other Significant Links

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Executive Member for Environment and Transport Decision Day – M27 Junction 9 and Parkway South Roundabout Scheme <a href="http://democracy.hants.gov.uk/documents/s6299/Decision%20Record.pdf">http://democracy.hants.gov.uk/documents/s6299/Decision%20Record.pdf</a>	19 Sept 2017
Executive Member for Policy and Resources Decision Day – Major Highways Scheme M27 junction 9 and Parkway South Roundabout, Whiteley – Land Purchase <a href="http://democracy.hants.gov.uk/documents/s7747/DECISION%20RECORD%202017-10-18%20DR%20EMPR%20Major%20Highway%20Scheme%20M27%20Junction%209%20and%20Parkway%20South%20Roundabout%20.pdf">http://democracy.hants.gov.uk/documents/s7747/DECISION%20RECORD%202017-10-18%20DR%20EMPR%20Major%20Highway%20Scheme%20M27%20Junction%209%20and%20Parkway%20South%20Roundabout%20.pdf</a>	18 Oct 2017
Executive Member for Environment and Transport Decision Day – M27 Junction 9 and Parkway South Roundabout Scheme <a href="https://democracy.hants.gov.uk/documents/s19701/Item%201%20DR.pdf">https://democracy.hants.gov.uk/documents/s19701/Item%201%20DR.pdf</a>	5 June 2018
Executive Member for Policy and Resources Decision Day – Major Highway Scheme M27 junction 9 and Parkway South Roundabout, Whiteley – Land Purchase <a href="https://democracy.hants.gov.uk/documents/s21449/Decision%20Record.pdf">https://democracy.hants.gov.uk/documents/s21449/Decision%20Record.pdf</a>	24 July 2018
Executive Member for Environment and Transport Decision Day – Project Appraisal: M27 Junction 9 and Parkway South Roundabout Scheme <a href="http://democracy.hants.gov.uk/documents/s29087/Decision%20Record.pdf">http://democracy.hants.gov.uk/documents/s29087/Decision%20Record.pdf</a>	15 Jan 2019

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

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p><b>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.)</b></p>	
<u>Document</u>	<u>Location</u>
Project Files	E11 Court, 2 <sup>nd</sup> Floor, Sussex Street, Winchester, SO23 8UJ
Project files	Engineering Consultancy, Capital House, 48-52 Andover Road, Winchester, SO23 7BH

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

The proposals will have no 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 have a positive effect for all motorists and road users, through reduced traffic congestion, improved access for residents and businesses and supported future development, with no additional impact on any group with protected characteristics.

This paper follows the initial project appraisal in January 2019 which gained approval for the scheme, but at that point the additional funding for pedestrian facilities as detailed in this report had not been secured. The focus of this report is the addition of pedestrian and cycle facilities which addresses concerns regarding pedestrian and cycle access, noted in the Equalities Impact Assessment in January 2019.



- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
  - THIS DRAWING SHOULD BE VIEWED IN COLOUR
- KEY**
- PROPOSED FOOTWAY / CYCLEWAY / HARD STAND
  - PROPOSED HIGH FRICTION SURFACE
  - EXISTING CARRIAGEWAY
  - PROPOSED CARRIAGEWAY
  - PROPOSED VERGE
  - PROPOSED VRS (& TERMINAL)
  - PROPOSED POST & RAIL FENCE
  - PROPOSED PEDESTRIAN GUARDRAIL
  - PROPOSED STREET LIGHTING
  - EXISTING STREET LIGHTING
  - CONCRETE CELLULAR BLOCKS
  - PROPOSED EMBANKMENT / CUTTING
  - PROPOSED DRAINAGE FEATURE AND HEADWALL

Page 29

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ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD
S3	P02	DETAIL DESIGN UPDATE - SWALE ADDED	28.11.2018	IS	AMC	JPR

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

CONSULTANT  
**Hampshire County Council**  
**ATKINS**  
Member of the SNC-Lavalin Group

DESIGNER IMS	SCALE @ A1 1:1100	SCHEME <b>M27 JUNCTION 9 AND PARKWAY SOUTH ROUNDBOULT</b>	DRAWING TITLE <b>GENERAL ARRANGEMENT, WHOLE SCHEME</b>
CAD IMS	DATE 09.10.2018		
CHECKED AMC   AMC	SHEET NUMBER 1 OF 1	JOB No. C.J008770.01	HCC CAD.PLOT_044/2019 15:07:27
APPROVED JPR   JPR	DRAWING NUMBER CJ008770-ECH-HGN-44301679-DR-HE-0101	SUIT S3	REV P04

HCC CAD FILE: K:\EnglRoads\Schemes\CJ008770 M27 Junction 9\AutoCAD\3 Main Works design\CJ008770-ECH-HGN-44301679-DR-HE-0100 - General Arrangement.dwg

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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	4 June 2019
<b>Title:</b>	Transforming Cities Fund Tranche 2 Update
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Graham Wright

**Tel:** 01962 845148

**Email:** graham.wright@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to provide an update on the success of the County Council's Tranche 1 bids to the Department for Transport's (DfT) Transforming Cities Fund, and also on the preparation of draft Strategic Outline Business Cases (SOBC) for Tranche 2, in partnership with the respective city councils, to be submitted in June this year. The report also recommends legal arrangements to secure the funding for Tranche 1 that has been paid by DfT direct to the city councils as lead bidding authorities.

### Recommendations

2. That the success of the Tranche 1 Transforming Cities Fund (TCF) bids for Portsmouth and Southampton, and progress with the delivery phase, is noted.
3. That authority is delegated to the Director of Economy, Transport and Environment to enter into legal and other arrangements with the respective lead authorities to secure the necessary funding to deliver the TCF programme.
4. That the proposed candidate projects listed at paragraph 11 of the supporting report form the basis of the draft Strategic Outline Business Case for Tranche 2 Transforming Cities Fund bids for Portsmouth and Southampton.
5. That authority is delegated to the Director of Economy, Transport and Environment to finalise and submit the draft Strategic Outline Business Case for Tranche 2 Transforming Cities Fund bids for each programme area to the Department for Transport, through the established joint working arrangements with Portsmouth City Council and Southampton City Council.

### Contextual Information

#### Transforming Cities Fund Tranche 1

6. Following the Department for Transport's (DfT) acceptance of proposals centred on the cities of Portsmouth and Southampton for entry into the Transforming Cities Fund (TCF) programme, the Government announced the award of Tranche 1 funding through the Chancellor's Spring Statement.

7. The award provided all the requested funding for all the schemes submitted for Hampshire, namely:
  - a. Enhanced busway extension (retention of Rowner Road bridge, Gosport);
  - b. Further deployment of real time information at bus stops on bus corridors in Havant and Waterlooville; and
  - c. Further development of three of the Cycle Corridors as set out in the Southampton Cycle Network (SCN) between Southampton, the New Forest, and Chandlers Ford:
    - i. Corridor 1a Test Lane Cycle Route
    - ii. Corridor 2 Hut Hill Cycle Route
    - iii. Corridor 1 Redbridge Causeway to Eling Pedestrian and Cycle improvements.
8. Authority to procure and spend has already been granted through Project Appraisals for the busway extension (23 April 2019) and real time information (17 January 2017) schemes, and further approval will be sought through Project Appraisals for the three cycle network corridors in due course.

### Transforming Cities Fund Tranche 2

9. Work continues on the Strategic Outline Business Cases (SOBC) for each of the Tranche 2 submissions to DfT on 20 June 2019. It is important to note that the DfT regards the June submission as part of the co-development process that it is following with all cities participating in the TCF programme, and therefore it is work in progress towards the final SOBC submission on 28 November 2019.
10. Overviews of the draft Strategic Outline Business Cases are on the County Council website, please follow this link to the relevant page: <https://www.hants.gov.uk/transport/strategies/fundingbids> .
11. The table below lists the candidate schemes for further work and potential inclusion in the final submission in November.

**Table 1: Candidate Schemes for consideration for Tranche 2 Draft Strategic Outline Business Case Submission**

<b>Portsmouth TCF</b>	<b>Southampton TCF</b>
<b>£2,000,000 - £5,000,000</b>	<b>&lt;£500,000</b>
Havant Town Centre (Park Road and Pedestrian access improvements)	Improved Cycle Access to Winchester Station
Havant Corridor (Bus priority on Havant Road)	Hamble Lane - demand responsive bus service
Fareham Welborne (Bus priority and accessibility improvements south of M27)	Southampton city boundary to Windhover Missing Cycle Link along A3024
Portchester A27 Corridor (Bus priority measures)	



Gosport Highway (corridor improvements between Busway and Ferry Terminal, including Stoke Road)		<b>£500,000 - £2,000,000</b>
		Improved pedestrian and cycle access to Swanwick Rail Station
<b>£5,000,000 - £15,000,000</b>		Romsey to Rownhams Bus Priority Measures at key junctions
Gosport Bus Station Interchange		Advanced Ticket Purchase facilities
Waterlooville Corridor (Additional bus priority measures on A3, south of Waterlooville)		Romsey Rail and Bus station (Access improvements for pedestrians and cyclists)
Waterlooville Town Centre (Bus priority measures for town centre roads and precinct)		Access improvements to Hamble Rail Station from Hamble Village for pedestrians and cyclists
Havant A2030 Rusty Cutter Roundabout (bus priority and pedestrian and cycling measures)		Hamble Station (accessibility improvements)
Fareham Bus Station (improved bus access bus interchange enhancements)		Redbridge Viaduct (raised parapets for cyclist safety)
Fareham A27 Delme Roundabout (bus priority and highway improvements)		Missing Cycle Link (A27 North Baddesley to Chilworth)
A27 Cosham Corridor (bus priority and cycle improvements) (part in PCC area)		Waterside Bus Priority (A35 and A326)
Portchester District Centre (Public realm, bus priority and road safety improvements)		Wide Lane to Eastleigh town centre cycle route
		Hut Hill, Chandlers Ford to Southampton boundary (cycle route extension)
<b>£15,000,000 +</b>		
Gosport Busway Completion (Rowner Road to Lees Lane plus upgrade to existing busway (including Brewers Arch additional bus stop)		<b>£2,000,000 +</b>
		Eling to Fawley Cycle Route Measures
		Southampton city boundary to Hedge End Bus Corridor Improvements
		Southampton city boundary to Eastleigh Bus Corridor Improvements
		Eastleigh to Winchester Bus Corridor Improvements

## Finance

12. The funding arrangements for the TCF Tranche 1 schemes referenced above are as follows:

	TCF Funding	Match Funding
Enhanced busway extension (retention of Rowner Road bridge, Gosport)	£1,400,000	£140,000
Further deployment of real time information at bus stops on bus corridors in Havant and Waterlooville	£398,000	£40,000
Corridor 1a Test Lane Cycle Route	£74,500	£228,000
Corridor 2 Hut Hill Cycle Route	£770,000	£370,000
Corridor 1 Redbridge Causeway to Eling Pedestrian and Cycle improvements	£700,000	£50,000

13. TCF funding is being made available by the DfT to Portsmouth City Council and Southampton City Council as lead bidding authorities. Therefore, it will be necessary for the County Council to enter into legal arrangements with each authority to secure the required TCF funding.
14. The DfT has committed £50,000 for each city to help with the development of the proposals for the Tranche 2 Strategic Outline Business Case. This has been received by the city councils and will be shared across the work to develop the proposals centred upon Portsmouth and Southampton, including those parts within Hampshire. This will be the subject of collaborative working arrangements by the County Council with the two city councils.

## Consultation and Equalities

15. Through established partnership board arrangements, the County Council and the city councils have developed strong working relationships with public transport operators and the relevant local authorities. The provision of improved accessibility by public transport, including the whole end to end journey on foot, bicycle, or other transport mode can help deliver easy access to essential services, including employment, education, and health facilities.
16. The proposal will have a specific focus upon customer experience by enhancing the quality of the passenger waiting facilities and information and improving the quality of the vehicle fleet. This specific decision has been assessed as having a neutral impact on people with protected characteristics by virtue of the fact that it concerns procedures and process. Detailed proposals will be further assessed prior to approval.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
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Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

This specific decision has been assessed as having a neutral impact on people with protected characteristics by virtue of the fact that it concerns procedures and process. Detailed proposals will be further assessed prior to approval.

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	4 June 2019
<b>Title:</b>	Project Update: Village Traffic Management Improvements, Over Wallop, Andover
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Jakub Styszynski

**Tel:** 01962 832276

**Email:** jakub.styszynski@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to obtain approval for a departure from the County Council's normal practice and seek authority to pursue the Over Wallop traffic management scheme, as set out in this report, on a trial basis in order to assess the efficacy of the measures.

#### Recommendations

2. That the Executive Member for Environment and Transport approves the proposed approach to the Over Wallop traffic management scheme, as set out in this report.
3. That the Executive Member for Environment and Transport approves the proposed monitoring and assessment methodology for the traffic management trial set out in paragraph 12 of this report.

#### Executive Summary

4. Motorists are currently using the village as a cut through between the A303, Grateley railway station and the junction of B3084/A343/Salisbury Road. This traffic is passing through the village and there is a locally perceived risk to vulnerable road users and listed buildings due to the volume and speed of the traffic.
5. To remedy the perceived problem of through traffic passing through Over Wallop and to make the current route less attractive, the C250 Old Stockbridge Road has been reclassified to a B road.

Further measures proposed to aid the situation are listed as follows:

- Traffic calming to be installed in the village on Station Road; and
- Closure of Salisbury Lane with turnaround points for commercial vehicles and refuse lorries.

6. The aim of the above measures is to reduce, the perceived risk reiterated by local residents, of the speed and volume of traffic and discourage motorists from using Station Road and encourage the use of Old Stockbridge Road as an alternative route.
7. The project was publicly consulted on in 2016 and a public engagement event was held in 2018. There was not a deliverable solution that was universally popular with all residents; however, the majority did support the proposals. Therefore, a trial scheme is proposed to assess the benefits of the scheme before a permanent scheme is implemented.
8. The traffic management proposals in Over Wallop were under investigation, including significant community engagement, before the County Council changed its traffic management policy in 2016. Therefore, on the basis of commitments given before the policy change, these proposals are being brought forward for implementation to fulfil the undertaking provided at the time.
9. It should be noted that under the prevailing policy of the time, which allowed community led initiatives to be considered for traffic management, there was a requirement that in the absence of consensus the scheme would not go ahead.

### **Contextual Information**

10. During the course of the project, additional elements in the scheme scope were considered and rejected, namely improvements at Grateley (Wallop Road/Old Stockbridge Road) junction and Kentsboro (A343/Old Stockbridge Road) junction:
  - following preliminary design work, it was found that the improvements to Grateley junction were beyond the funding available to the project; and
  - the proposed improvements to the Kentsboro' junction were minor and within the funding available, but it was felt that that the benefits were minor in relation to the costs and therefore did not represent sufficient value for money to justify the expenditure.
11. Due to the sensitivity of the scheme, it is proposed that a trial of the remaining traffic management measures is implemented in order to assess the actual traffic behaviour after the potential construction of the permanent solution. This would consist of a temporary construction of the following:
  - traffic calming to be installed in the village on Station Road; and
  - closure of Salisbury Lane with turnaround points for commercial vehicles and refuse lorries.
12. Consultation on these measures was carried out with the local Parish Council in March 2019 to allow for its input. As a result of these discussions it has been agreed that:
  - traffic surveys will be carried out before and during the trial to measure the impact of the measures on actual traffic volumes and speeds;

- personal injury and damage-only accidents will be monitored during the trial;
- the success of the trial scheme will be judged through delivery of a substantial reduction to speed and volume of traffic through the village, proportional to the capital investment made by the County Council; and
- to ensure results are fully representative, a trial duration of 12 months will be explored – whilst initial consideration focused on a 6 month trial, it is felt that it would need to be on a 12 month basis so that any seasonal variations are fully encompassed.

13. If the recommendations in this report are approved, the scheme detail will be finalised and implemented in accordance with usual procedures and approvals. At the end of the trial period, a full assessment will be carried out, and the views of the Parish Council sought, with a further report brought to the Executive Member to make a decision on the outcome.

### **Finance**

14. Indicative costs for a 12 month trial are in the region of £100,000 to be funded from developer contributions. Should the trial indicate the desirability of a permanent solution, the value for money of such an approach will be further assessed at the point of consideration.

### **Scheme details**

15. The scheme drawings are included in Appendix 1 and the proposed measures summarised below:

- construction of temporary traffic calming chicanes along Station Road. This will be done using temporary drop down kerbs with backfill;
- installation of required signage along Station Road;
- installation of white lining along Station Road;
- construction of temporary barrier on Salisbury Lane; and
- construction of two turnaround points on Salisbury Lane.

### **Consultation and Equalities**

16. Equalities Impact Assessment has been completed in accordance with usual procedures.

17. Consultation on the original construction project was carried out in 2016. As a consequence of the funding situation, the trial was suggested and discussed in autumn / winter 2018, and the beginning of 2019 (through email correspondence as well as direct meetings), with senior Officers, Cllr Gibson, and the Parish Council. The result of these has been listed in paragraph 12. In addition, a public engagement event took place in 2018.

**Other Key Issues**

18. All maintenance matters relating to the Trial will be funded by the project. The scheme will be implemented in accordance with usual procedures.
19. Temporary Traffic Regulation Orders associated with the closure of Salisbury Lane will be necessary. Authority will be sought for these orders as the project progresses in accordance with the usual procedures.



**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Section 100 D - Local Government Act 1972 - background documents**

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

Document

Location

None

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

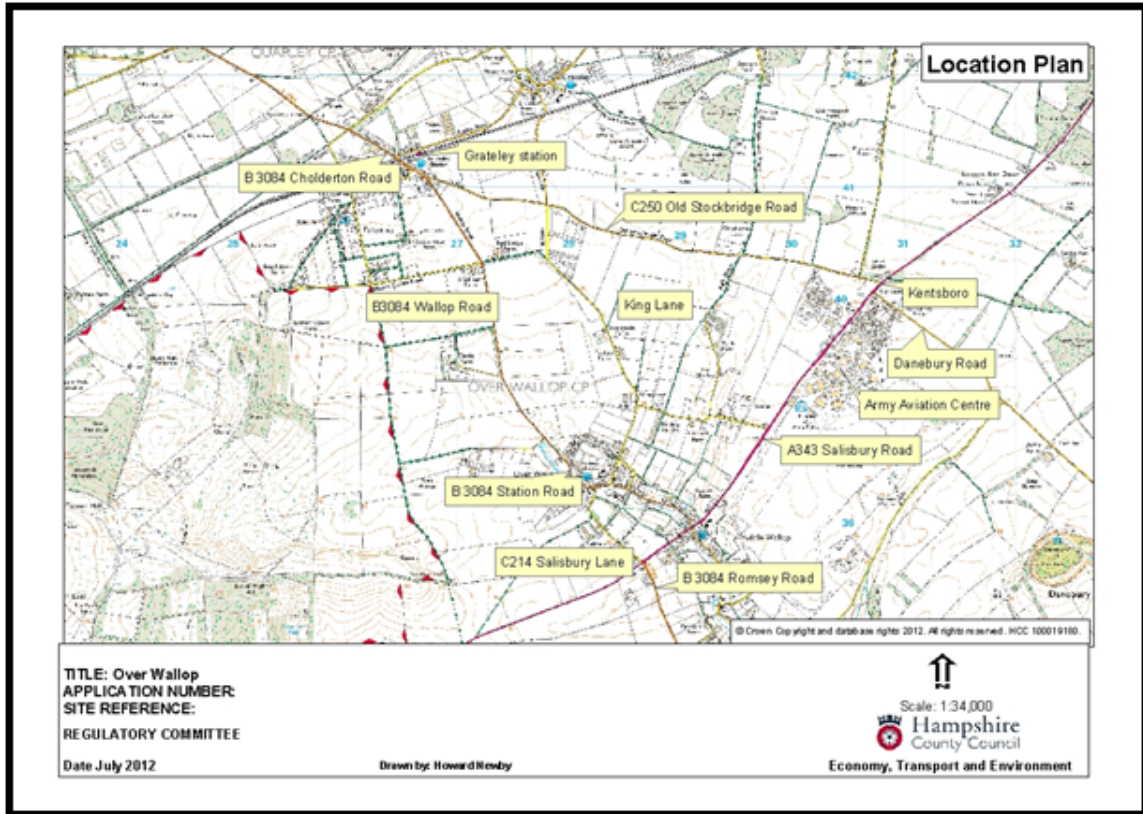
- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing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

### **2. Equalities Impact Assessment:**

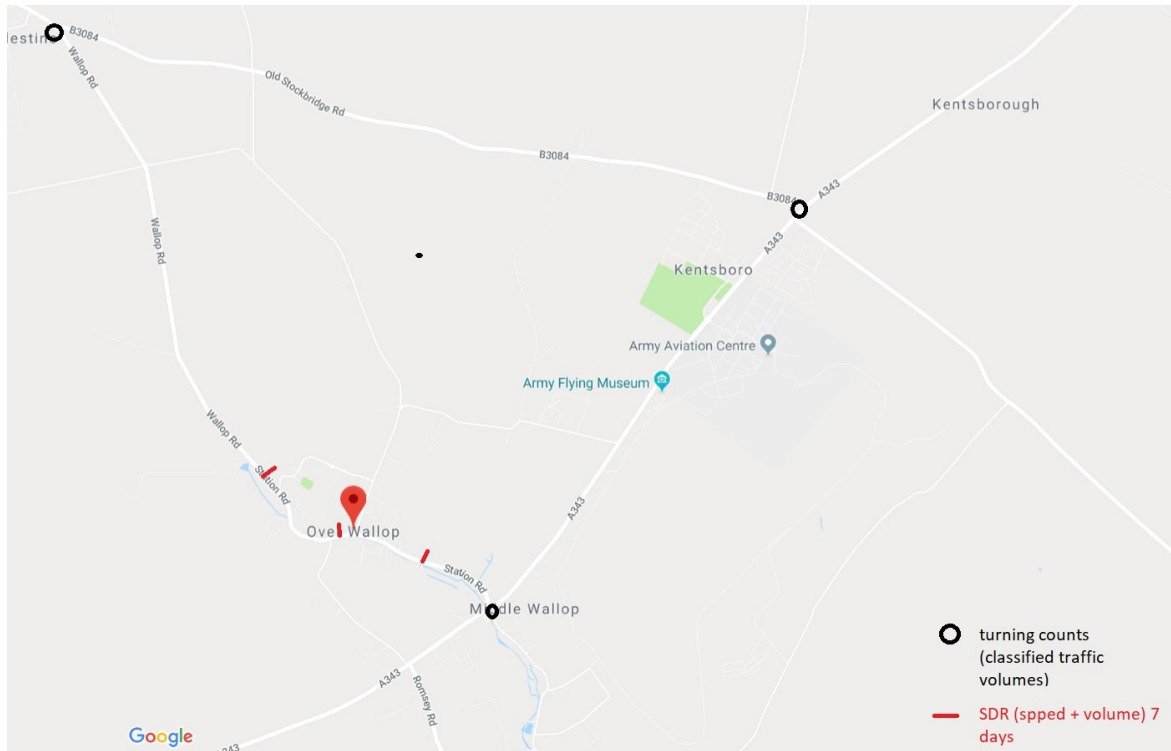
The project will have a neutral impact on individuals with protected characteristics. This decision is to approve the approach of implementing the scheme on a trial basis in order to assess the efficacy of the measures. The proposed changes will be assessed for impacts on groups with protected characteristics as part of the project appraisal for implementation of the trial.

# Appendix 1

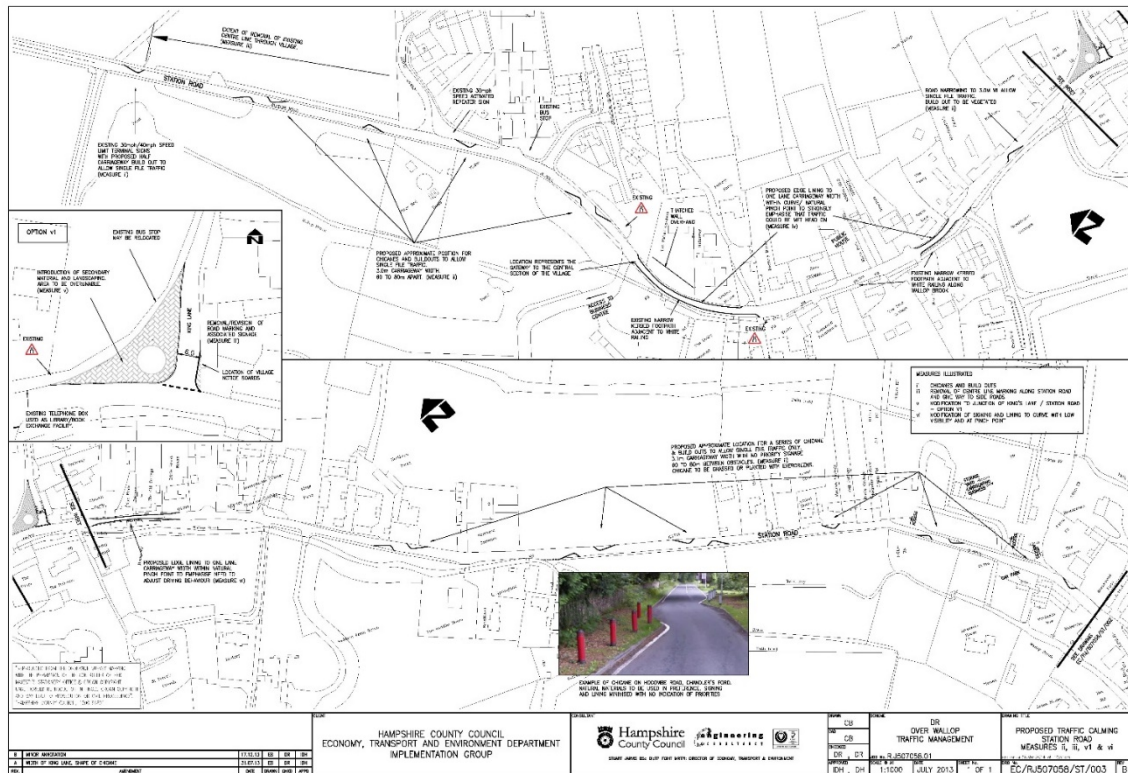
## LOCATION PLAN



# SUGGESTION LOCATION OF TRAFFIC COUNTS



# SCHEME DRAWINGS





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## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	4 June 2019
<b>Title:</b>	Project Appraisal: Fareham Air Quality Improvement Scheme
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Tobias Bauer / James Moore

**Tel:** 01962 846735

**Email:** tobias.bauer@hants.gov.uk

01962 846768

james.moore@hants.gov.uk

### Purpose of this Report

1. The purpose of this report is to seek approval from the Executive Member for Environment and Transport to procure, spend, and enter into necessary contractual arrangements to deliver a package of cycle network improvements in Gosport and Fareham.

### Recommendations

2. That the Executive Member for Environment and Transport approve the Project Appraisal for the Fareham NO<sub>2</sub> Cycle Links package of nine small-scale infrastructure improvements, as outlined in this report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the local cycle network, as set out in the supporting report, at an estimated cost of £396,000 to be fully funded from the Government's Joint Air Quality Unit's (JAQU<sup>1</sup>) Implementation Fund.
4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

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<sup>1</sup> JAQU: The Joint Air Quality Unit: A partnership between Department for Transport and Department for Environment, Food and Rural Affairs

## **Executive Summary**

5. In 2017, the UK Government published the 'Air quality plan for nitrogen dioxide (NO<sub>2</sub>) in UK (2017).
6. Following national-scale air quality modelling carried out by Government, all local authorities who are predicted to be at or exceeding legal limits in 2021 were served Ministerial Directions by government, legally mandating them to carry out local investigations into the extent of their local air quality problem and develop action plans to achieve legal compliance 'within the shortest possible time'.
7. The A27 is one of the road links predicted by national modelling to be at the legal limit in 2021, resulting in Fareham Borough Council and Hampshire County Council being served a Ministerial Direction.
8. Local modelling has shown the problem to be less severe than originally predicted, with no modelled exceedance in 2021 but still marginally above the legal limit in 2020.
9. In March 2019, Hampshire County Council and Fareham Borough Council were served subsequent Ministerial Directions, mandating implementation of the proposed measures 'as soon as possible and at least in time to bring forward compliance to 2020'.
10. The Fareham NO<sub>2</sub> Cycle Links package is one of three County Council-led measures that have been developed to tackle air pollution in the affected area by reducing the number of car journeys, helping to reduce the NO<sub>2</sub> to within the legal threshold in 2020.
11. The package consists of nine infrastructure improvements in Gosport and Fareham with associated route signage. The schemes have been selected with a view both to having an impact on travel behaviour and being deliverable by the end of 2019.
12. All investigations, design, implementation, and monitoring activities are being funded by Government.

## **Contextual Information**

13. The national legal context is challenging, with all tiers of Government under intense scrutiny following repeated legal challenges.
14. Failure to implement measures that have been justified via government mandated investigation and methodology could result in legal challenge as well as the County Council potentially being liable for a share of EU infraction proceedings (fines) issued to the UK government.



## Finance

15.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	60	15	JAQU	396
	Client Fee	21	5		
	Supervision	70	18		
	Construction	204	52		
	Contingency	41	10		
	Land				
	<b>Total</b>	<b>396</b>	<b>100</b>	<b>Total</b>	<b>396</b>

16.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	2	0.002%
	Capital Charge	32	0.020%

## Programme

17. Assuming approval is forthcoming, procurement under the County Council's Gen3 Framework would start immediately, allowing construction to start on site by end of August and complete by the end of December.

	<u>Gateway Stage</u>			
	<u>3 - Project Appraisal</u>	<u>Start on site</u>	<u>End on site</u>	<u>4 - Review</u>
<u>Date (mm/yy)</u>	06/19	08/19	12/19	12/20

## Scheme Details

18. The scheme entails the improvement of various cycle routes in and around Gosport and Fareham, aimed at encouraging modal shift from private car use to more sustainable forms of transport as a means of tackling the identified air quality issue in this location. The section below details how the measures were determined, and what they will entail.
19. Locally observed transport and air quality data shows that approximately 44% of NO<sub>2</sub> at the Fareham roadside location modelled to have the highest ongoing exposure is attributable to private diesel cars.
20. With low numbers of buses regularly using this section of highway, emissions from Heavy Goods Vehicles and Large Goods Vehicles being challenging to address within the terms and scope of Government directed action, and taxi

emissions being addressed directly by Fareham Borough Council, it is necessary to prioritise modal shift from private car trips to public transport and active modes, in order to help tackle local NO<sub>2</sub> exceedances.

21. This suite of cycle infrastructure improvements has been developed to underpin this approach, but is constrained by the terms of funding, limiting action to the 2019 calendar year.
22. The package of schemes has been developed by applying Department for Transport-endorsed Local Cycling and Walking Infrastructure Plan (LCWIP) tools to assess routes and identify improvements, following engagement with officers at Fareham and Gosport Borough Councils.
23. The area of study was defined by the postcode origin of vehicle trips currently passing the area of worst NO<sub>2</sub> exceedance and by the local transport hubs of Fareham Station and Gosport Ferry, which can provide an alternative to longer journeys currently taken by private car, which could instead be started on a bike.
24. The routes identified were reviewed on site by County Council engineers via a cycle audit alongside the Department for Transport's appointed consultants, WSP, providing technical support.
25. Each route section was scored using the LCWIP tools and potential measures identified. The recommended improvements were vetted by County Council engineers for suitability during development in order to align with County Council highway design standards.
26. The resulting suite of measures are network improvements at nine locations across Fareham and Gosport, predominantly widening existing shared use paths or creating new sections and improving junctions and crossings, as well as providing improved and updated signage across four routes, thus further increasing the attractiveness of the existing, good quality local network.
27. The scheme entails the following improvements:
  - a minor improvement to replace missing tactile paving on an existing shared use path on Heritage Way in Gosport;
  - widening an existing cycle bypass lane into the verge at the junction of Foster Road and South Street;
  - elements three and four are both on Marine Parade in Lee-on-the-Solent. The first of these measures is removal and relocation of a low-use bus shelter from an existing shared use path. The second is some minor resurfacing of the former hovercraft slipway to provide a missing link in the existing local cycle path;

- widening an existing footway link between Seamead and Linkway in Fareham, to create a shared use path;
  - conversion of an existing Pelican crossing on Burnt House Lane in Fareham to a Toucan crossing;
  - widening the existing footway along a stretch of Peak Lane in Fareham to create a shared use path;
  - widening the carriageway at Longfield Avenue in Fareham to accommodate a new refuge island; and
  - widening an existing crossing refuge island on West Street in Fareham, near to the railway station.
28. Full funding has also been provided by JAQU for a communications and engagement package focusing on behavioural change, to be coordinated by the County Council. As part of a wider communications campaign, new cycle maps will be produced and distributed, alongside cycling workshops and led rides.
29. The combined impact of the ‘quick-win’ infrastructure improvements and wider publicity represents the most significant offer possible for transferring local trips from car to bike, to help deliver a likely improvement to local NO<sub>2</sub> exposure ‘within the shortest possible time’.
30. Copies of plans for the package of schemes are appended to this report.

### Departures from Standards

31. None. Road Safety Audits have been carried out and comments incorporated into the revised designs.

### Consultation and Equalities

32. Public engagement on 12 potential NO<sub>2</sub> abatement measures was carried out by Fareham Borough Council from 4 September to 15 October 2018. There were 1120 respondents who took part in the online survey, with most respondents who took part living in Fareham Borough and Gosport.
33. The majority of people supported improvements to cycling infrastructure:

<b>Agree</b>	<b>676</b>
<b>Disagree</b>	<b>105</b>
<b>Neither Agree/Nor Disagree</b>	<b>75</b>
<b>Not Clear</b>	<b>20</b>
<b>Blank</b>	<b>237</b>

34. Many people said that cycling was not practical for various reasons i.e. bike crime, distance of travel, families, poorly maintained cycle paths, storage facilities, weather, fear of cycling and unlinked bike-routes.
35. Whilst it is acknowledged that the time constraints linked to funding eligibility have effectively limited Hampshire to implementing only these modest improvements that are within the County Council's gift, they do address the latter issue directly.
36. Future work with a wider remit is planned on the peninsula that will seek to investigate & address some of the other issues where possible, but unconstrained by the process, methodology and time-limits of the national, Government-led action to tackle roadside NO<sub>2</sub>.
37. Local Members are currently being informed of the final proposals. Once this has taken place information will go out to local residents. Marketing materials will be produced to further promote cycling across the peninsula, including updated local route maps, which feeds into the wider communications plan.

#### **Statutory Procedures**

38. None required.

#### **Land Requirements**

39. None. All measures can be achieved within the existing public highway. Conversion of the footway to a shared use path would be carried out under sections 65 and 66 of the Highways Act 1980.

#### **Maintenance Implications**

40. The Asset Management Team has been consulted on the proposals and the design has been amended to reflect the comments received.
41. The scheme details outlined in Paragraph 7 are supported by the Asset Management Team.
42. The improvements will have a minor impact on future years' maintenance revenue budget and this is expected to be approximately £2,800.

## 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**

This package of schemes will contribute to meeting annual average legal limits for roadside concentrations of nitrogen dioxide on the A27 in Fareham where there is public access. This is one location in a programme of national action that will be under Government review for the next few years.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> HCC Cabinet Report on Air Quality	<u>Date</u> 05.11.2018
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u> UK plan for tackling roadside nitrogen dioxide concentrations - Statutory air quality plan for nitrogen dioxide (NO2)	<u>Date</u> July 2017

<b>Section 100 D - Local Government Act 1972 - background documents</b>	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

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

### **2. Equalities Impact Assessment:**

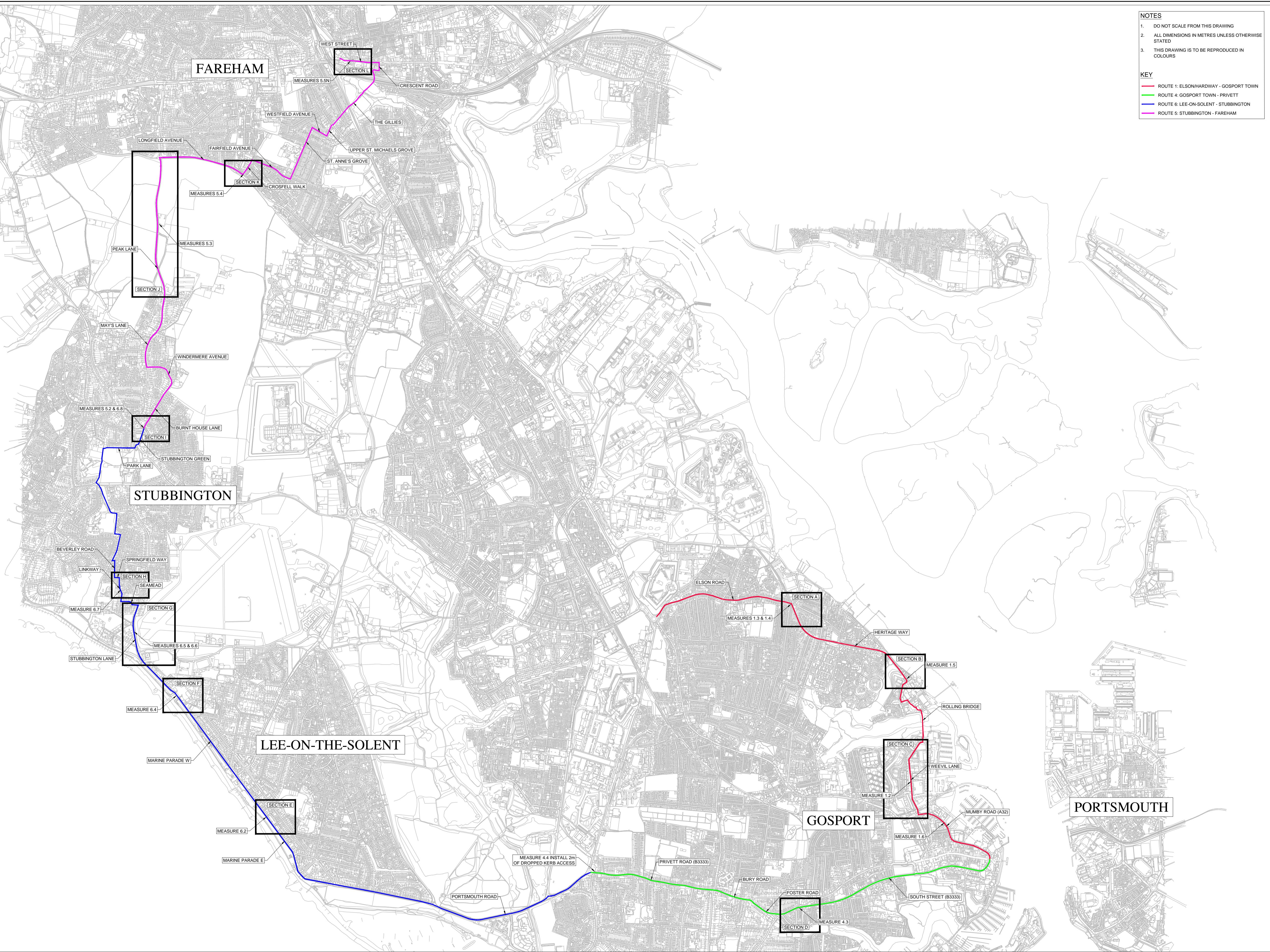
The impact for the majority of categories is neutral, as the schemes are improvements to an existing active travel network, with minimal changes to the function or character of highway or public realm.

The intended effect of the schemes, (to improve air quality) will have a positive impact for older and younger people, and also for pregnancy and maternity, as scientific evidence and national societal trends suggest they are already disproportionately impacted by existing poor air quality.





- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
  - THIS DRAWING IS TO BE REPRODUCED IN COLOURS
- KEY**
- ROUTE 1: ELSONHARDWAY - GOSPORT TOWN
  - ROUTE 4: GOSPORT TOWN - PRIVETT
  - ROUTE 6: LEE-ON-SOLENT - STUBBINGTON
  - ROUTE 5: STUBBINGTON - FAREHAM



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REV	DATE	BY	CHKD	APPD	DESCRIPTION
02	27/12/2018	GC			AMENDMENTS
01					FOR INFORMATION

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

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

DESIGNER	GC	SCALE 1:10,000	SCHEME	GOSPORT & FAREHAM LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN	DRAWING TITLE	OVERVIEW PLAN
CAD	GC	DATE	27.12.2018			
CHECKED	PJ	SHEET NUMBER	1 OF 1			
APPROVED	JR	DRAWING NUMBER	RJ507361-ECH-HGN-15623264-DR-HE-0001			


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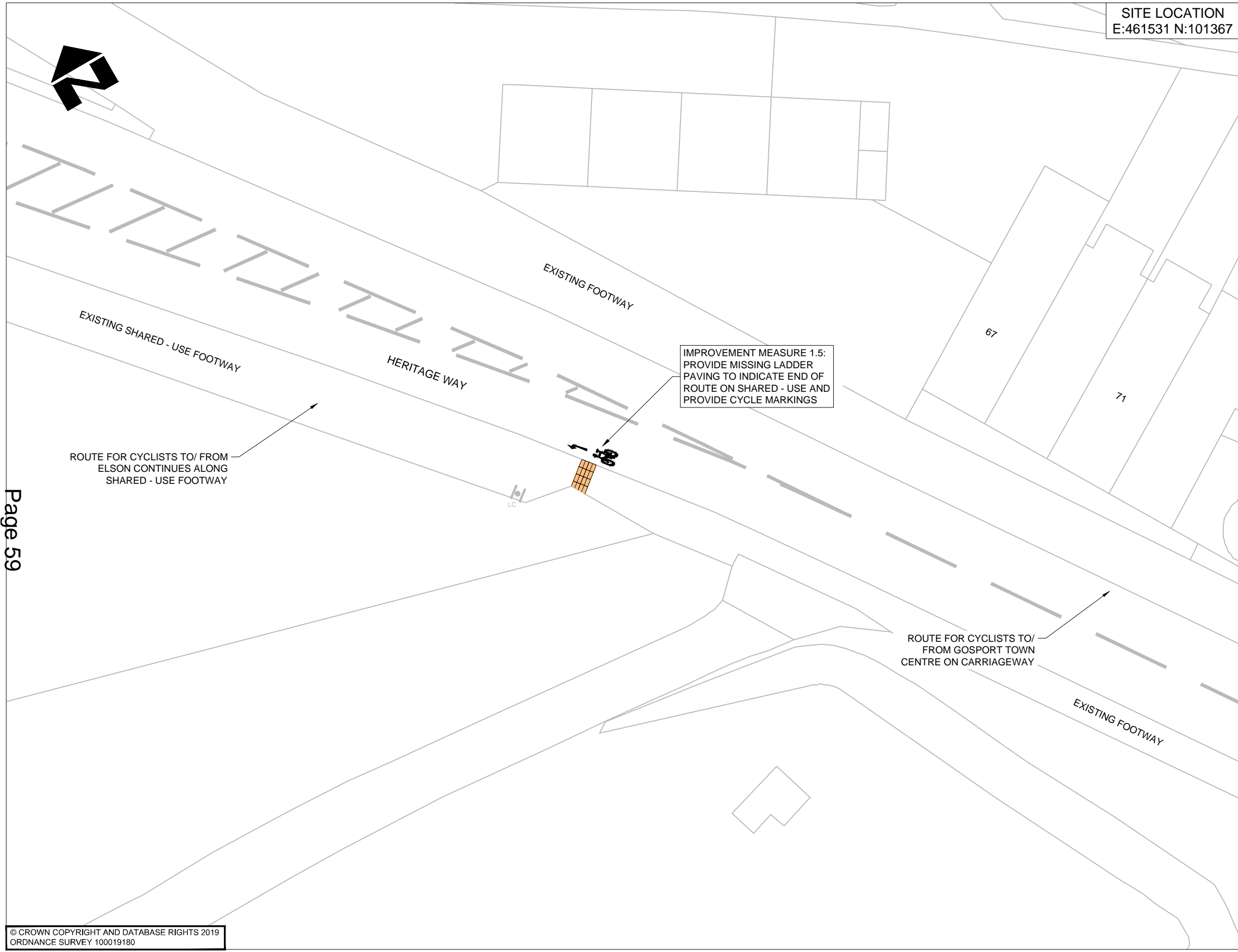
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- NOTES**
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**KEY**

 PROPOSED LADDER PAVING (1.2m<sup>2</sup>)



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CONSULTANT

 Hampshire County Council 

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DESIGNER	GC	SCALE @ A3	1:200
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CHECKED	PJ   PJ	SHEET NUMBER	1 OF 1
APPROVED	JR	DRAWING NUMBER	RJ507361 - ECH - HGN - 15623264 - DR - HE - 0003

SCHEME

GOSPORT & FAREHAM  
LOCAL CYCLING  
AND WALKING  
INFRASTRUCTURE PLAN

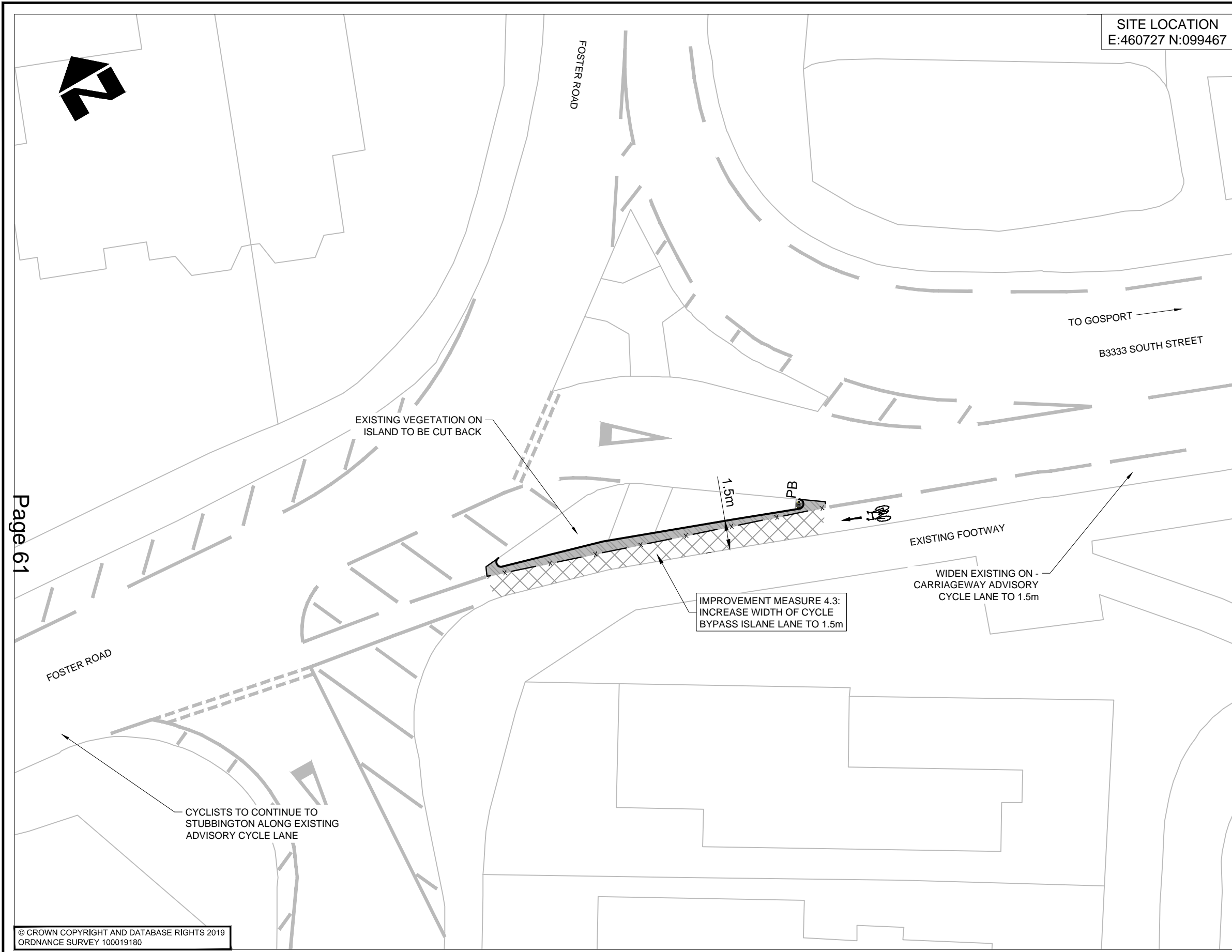
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PRELIMINARY DESIGN  
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  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
  - THIS DRAWING IS TO BE REPRODUCED IN COLOURS

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  - BREAK OUT EXISTING FOOTWAY TO A DEPTH OF 20mm FOR FOOTWAY INLAY RESURFACING (19.50m<sup>2</sup>)
  - PB** TAKE UP AND STORE OFF SITE PLASTIC KEEP RIGHT BOLLARD (01un.)
- PROPOSED**
- PROPOSED TYPE PC1 PRECAST CONCRETE KERB TO STANDARD DETAIL HCC10/C/010 (17.20m)
  - PROPOSED TYPE 1A FULL DEPTH FOOTWAY CONSTRUCTION TO STANDARD DETAIL HCC10/C/045 (7.60m<sup>2</sup>)
  - PROPOSED TYPE 1A FOOTWAY INLAY RESURFACING (19.50m<sup>2</sup>)
  - PB** RELOCATE BOLLARD (01 un.)



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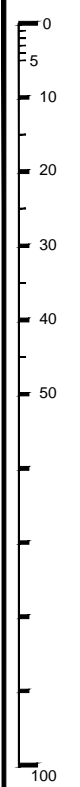
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CLIENT <b>HAMPSHIRE COUNTY COUNCIL</b> ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT				CONSULTANT  STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT				DESIGNER GC SCALE @ A3 1:200 DATE 07.01.2019 CHECKED PJ PJ SHEET NUMBER 1 OF 1 APPROVED JR				SCHEME <b>GOSPORT &amp; FAREHAM</b> LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN JOB No. R.J507361				DRAWING TITLE <b>PRELIMINARY DESIGN</b> SECTION D <small>HCC CAD PLOT: 25/12/2019 16:22:13</small>			
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SUIT	REV	AMENDMENTS		DATE	CAD	CHKD	APPD												

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- NOTES**
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ROUTE FOR CYCLISTS TO / FROM STUBBINGTON ALONG EXISTING SHARED - USE FOOTWAY

HOVERCRAFT MUSEUM

IMPROVEMENT MEASURE 6.4: RESURFACE ACROSS HCA SLIPWAY / CAR PARK ACCESS TO IMPROVE RIDE QUALITY AND GUIDANCE FOR CYCLISTS

REFRESH ROAD MARKINGS

HCA SLIPWAY / CAR PARK

B3333 MARINE PARADE

BEACH

ROUTE FOR CYCLISTS TO / FROM STUBBINGTON ALONG EXISTING SHARED - USE FOOTWAY

FOOTWAY

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STRATEGIC TRANSPORT

CONSULTANT




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

DESIGNER	GC	SCALE @ A3	1:200
CAD	GC	DATE	07.01.2019
CHECKED	PJ PJ	SHEET NUMBER	1 OF 1
APPROVED	JR	DRAWING NUMBER	RJ507361-ECH-HGN-15623264-DR-HE-0007

SCHEME  
**GOSPORT & FAREHAM**  
LOCAL CYCLING  
AND WALKING  
INFRASTRUCTURE PLAN

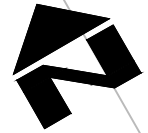
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SUIT	REV
S2	P01

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- DRAWING TO BE REPRODUCED IN COLOURS

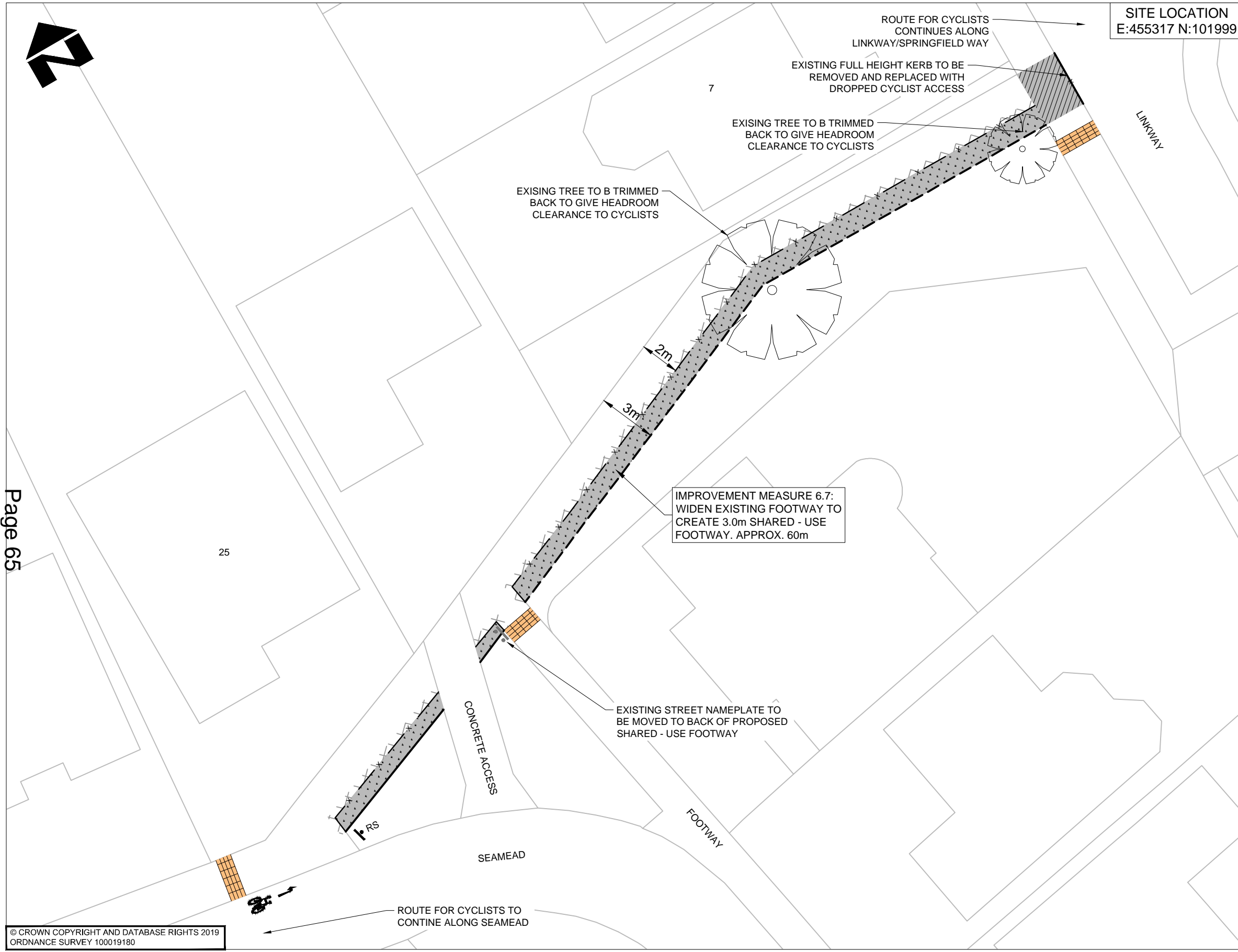
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- [Diagonal hatching] EXCAVATE EXISTING FOOTWAY AND RE-PROFILE FOR DROPPED ACCESS WITH TYPE 1A FULL DEPTH FOOTWAY CONSTRUCTION (7m<sup>2</sup>)
- [Cross-hatching] BREAK OUT EXISTING FOOTWAY TO A DEPTH OF 20mm FOR FOOTWAY INLAY RESURFACING (16m<sup>2</sup>)

PROPOSED:

- [Solid line] PROPOSED TYPE PC1 PRECAST CONCRETE KERB TO STANDARD DETAIL HCC10/C/010 (5m)
- [Dashed line] PROPOSED PRECAST CONCRETE EDGING TO STANDARD DETAIL HCC10/C/045 (50.4m)
- [Stippled pattern] PROPOSED TYPE 1A FULL DEPTH FOOTWAY CONSTRUCTION TO STANDARD DETAIL HCC10/C/045 (49m<sup>2</sup>)
- [Diagonal hatching] PROPOSED TYPE 1A FULL DEPTH FOOTWAY CONSTRUCTION TO STANDARD DETAIL HCC10/C/045 (7m<sup>2</sup>)
- [Cross-hatching] PROPOSED FOOTWAY INLAY RESURFACING 20mm AC6 DENSE SURF 100/150 MIN PSV 45 (16m<sup>2</sup>)
- [Grid pattern] PROPOSED LADDER PAVING (5m<sup>2</sup>)



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CLIENT

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ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT  
STRATEGIC TRANSPORT

CONSULTANT

**Hampshire** **Engineering**  
County Council CONSULTANCY

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

DESIGNER: GC  
CAD: GC  
CHECKED: PJ, PJ  
APPROVED: JR

SCALE @ A3: 1:200  
DATE: 04.01.2019  
SHEET NUMBER: 1 OF 1  
DRAWING NUMBER: RJ507361-ECH-HGN-15623264-DR-HE-0009

SCHEME: GOSPORT & FAREHAM LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN  
DRAWING TITLE: PRELIMINARY DESIGN SECTION H  
JOB No. R.J507361  
SUIT: S2 | REV: P01

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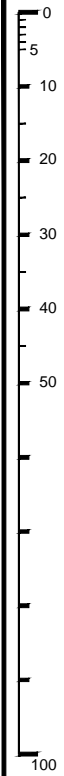


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- NOTES**
- DO NOT SCALE FROM THIS DRAWING
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

- KEY**
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  - [Cross-hatched Box] BREAK OUT EXISTING FOOTWAY TO A DEPTH OF 20mm FOR FOOTWAY INLAY RESURFACING (4.30m<sup>2</sup>)
  - [Grid Box] EXISTING TACTILE PAVING TO BE TAKEN UP AND DISPOSED OFF SITE (4.30m<sup>2</sup>)
  - R — EXISTING HEDGE/VEGETATION TO BE REMOVED. EXCAVATE TOPSOIL TO A DEPTH OF 165mm AND DISPOSE (12m<sup>2</sup>)
  - [Arrow with Circle] TAKE UP AND DISPOSE OFF SITE TRAFFIC SIGNAL POLE AND HEAD (2 POLES 1 HEAD)

- PROPOSED**
- [Solid Line] PROPOSED TYPE PC1 PRECAST CONCRETE KERB TO STANDARD DETAIL HCC10/C/010 (5.80m)
  - [Red Grid Box] PROPOSED RED COLOURED TACTILE PAVING TO STANDARD DETAIL HCC10/T/040 (9m<sup>2</sup>)
  - [Grey Box] PROPOSED TYPE 1A FULL DEPTH FOOTWAY CONSTRUCTION TO STANDARD DETAIL HCC10/C/045 (9m<sup>2</sup>)
  - [Cross-hatched Box] PROPOSED TYPE 1A FOOTWAY RESURFACING TO STANDARD DETAIL HCC10/C/045 (4.30m<sup>2</sup>)
  - [Arrow with Circle] PROPOSED TRAFFIC SIGNAL POLE AND HEAD (2 POLES 3 HEADS)
  - [Rectangular Box] PROPOSED TYPE 1A AND 1B DUCT BOX TO STANDARD DETAIL HCC10/T/005 (2un.)
  - [Ladder Pattern Box] PROPOSED LADDER PAVING (6m<sup>2</sup>)

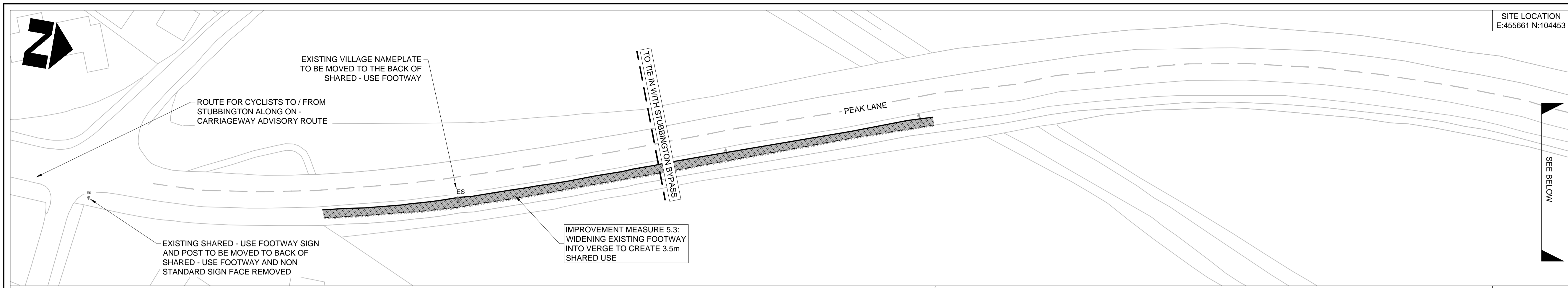


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ORDNANCE SURVEY 100019180

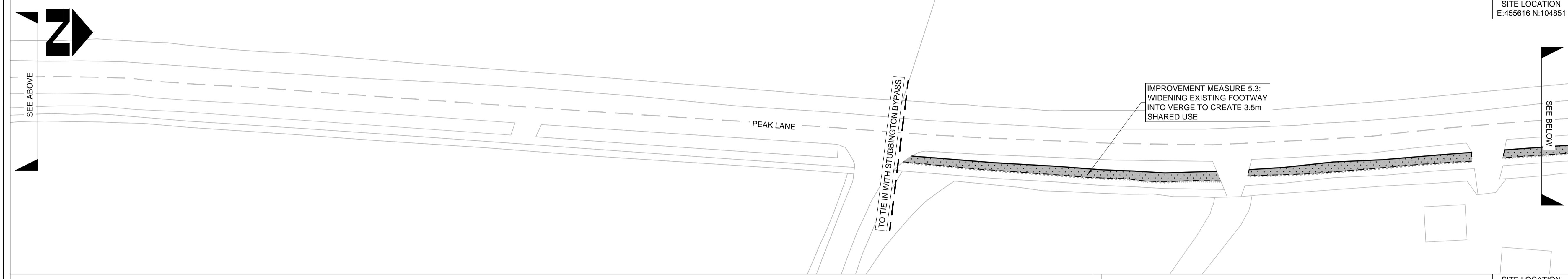
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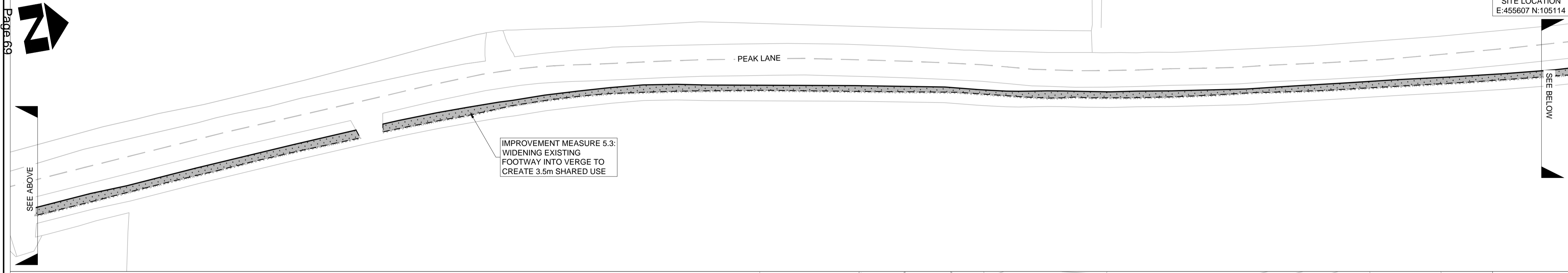
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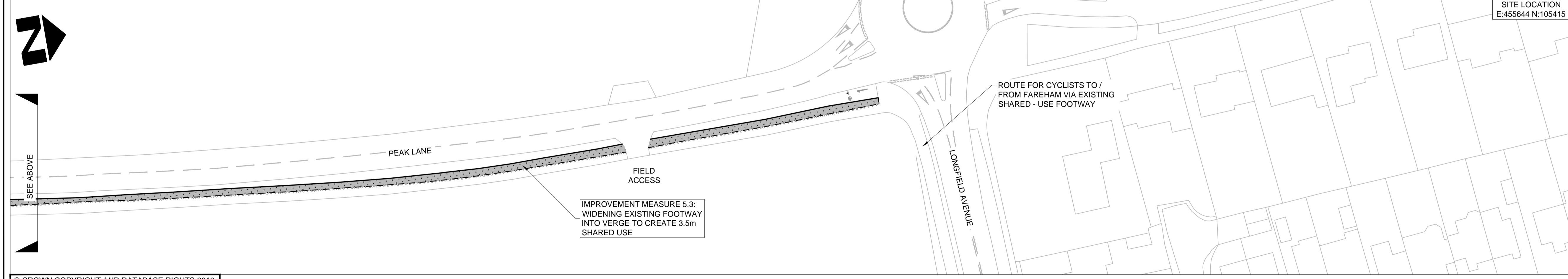
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SUIT	REV	DATE	CAD	CHKD	APPD
S2	P01	04.01.2019	GC		
AMENDMENTS					

CLIENT

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

CONSULTANT

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

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CAD	GC	DATE	04.01.2019
CHECKED	PJ   PJ	SHEET NUMBER	1 OF 1
APPROVED	JR	DRAWING NUMBER	RJ507361-ECH-HGN-15623264-DR-HE-0011

SCHEME

**GOSPORT & FAREHAM**  
LOCAL CYCLING  
AND WALKING  
INFRASTRUCTURE PLAN

DRAWING TITLE

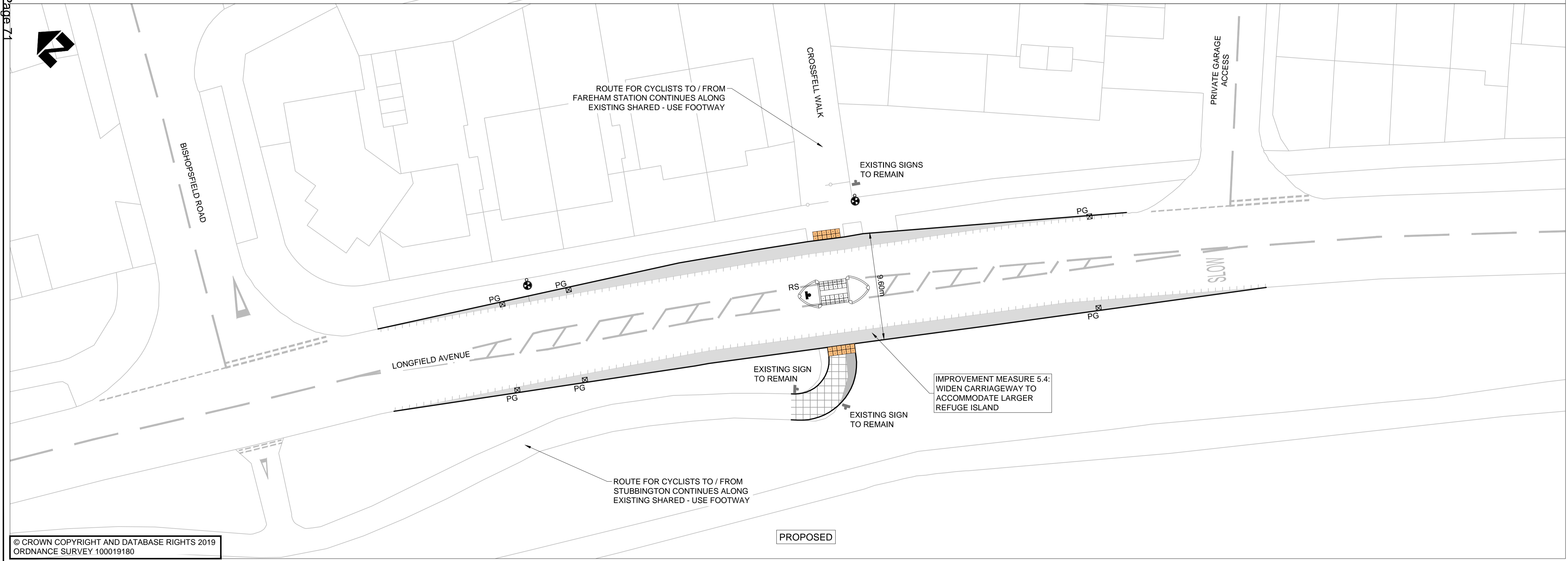
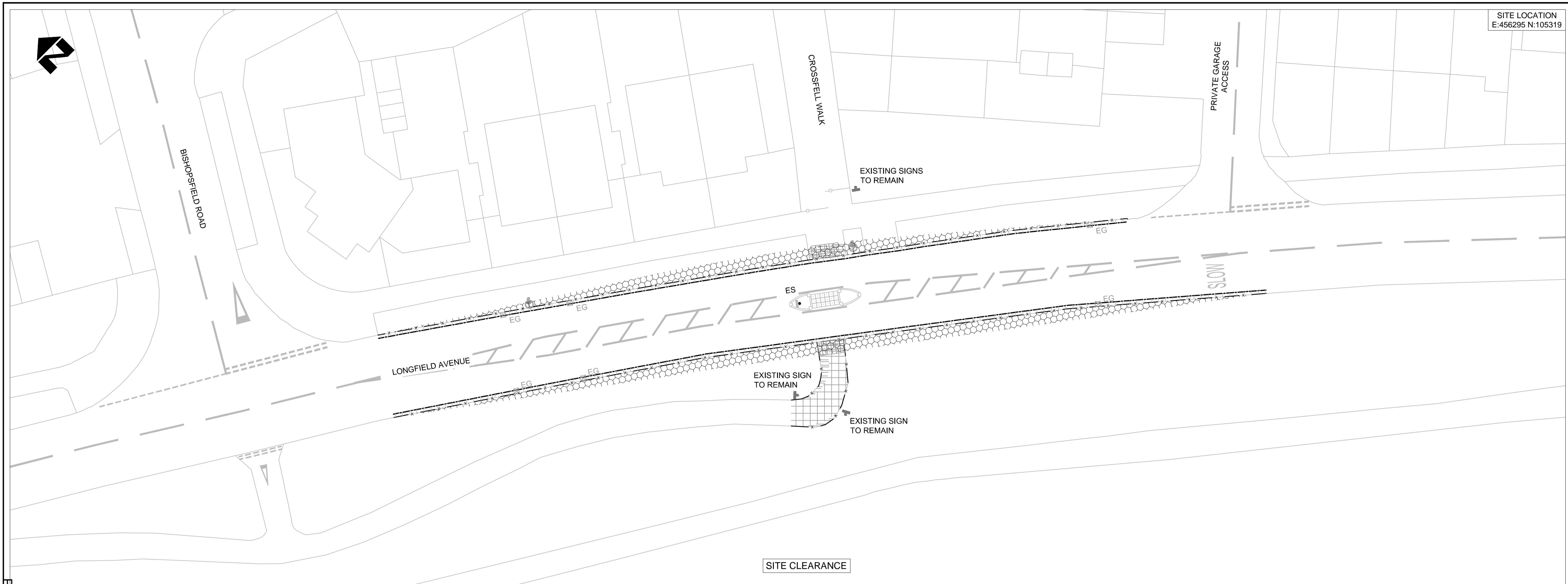
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SUIT	REV	DATE	CAD	CHKD	APPD
S2	P01	07/01/2019	GC		
AMENDMENTS					

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 GC	SCALE @ A1 1:200	SCHEME GOSPORT & FAREHAM LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN
CAD GC	DATE 07.01.2019	
CHECKED PJ PJ	SHEET NUMBER 1 OF 1	
APPROVED JR	DRAWING NUMBER RJ507361-ECH-HGN-15623264-DR-HE-0012	

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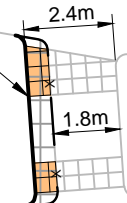


ROUTE FOR CYCLISTS TO / FROM  
FAREHAM STATION CONTINUES ON  
EXISTING SHARED - USE FOOTWAY

END OF SHARED - USE FOOTWAY. ROUTE  
FOR CYCLISTS TO STUBBINGTON  
CONTINUES ON CARRIAGEWAY

DROPPED ACCESS ONTO  
CARRIAGEWAY INCREASED

IMPROVEMENT MEASURE 5.5N:  
WIDEN EXISTING CROSSING  
WIDTH FROM 1.8m TO 2.4m



ROUTE FOR CYCLISTS TO / FROM  
FAREHAM STATION ON CARRIAGEWAY

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CLIENT <b>HAMPSHIRE COUNTY COUNCIL</b> ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT				CONSULTANT  STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT				DESIGNER DS SCALE @ A3 1:200		DATE 09.01.2019		SCHEME <b>GOSPORT &amp; FAREHAM</b> LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN		DRAWING TITLE PRELIMINARY DESIGN SECTION L	
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# Agenda Item 6

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	4 June 2019
<b>Title:</b>	Hampshire County Council Response to Government Consultation on the Draft Flood and Coastal Erosion Risk Management Strategy for England
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Simon Cramp

**Tel:** 01962 832348

**Email:** [simon.cramp@hants.gov.uk](mailto:simon.cramp@hants.gov.uk)

#### 1. The decision:

- 1.1 That the Executive Member for Environment and Transport notes the content and potential impacts of the Government's consultation on the Draft National Flood and Coastal Erosion Risk Management Strategy and endorses the key principles to form a basis for the County Council's detailed response, as set out in paragraphs 13-24 of the supporting report.
- 1.2 That the Executive Member for Environment and Transport approves the next steps for submission set out in the supporting report.
- 1.3 That authority is delegated to the Director of Economy, Transport, and Environment to make all necessary arrangements to approve and submit the detailed response to Government in consultation with the Executive Member for Environment and Transport.

#### 2. Reasons for the decision:

- 2.1. Climate change predictions indicate that the UK will experience wetter winters and drier summers, with an increased likelihood of more intense rainfall leading to flooding. Additionally, we will experience continuing sea level rise and increased storminess that will have profound impacts for our coastline. The scale of potential future flooding and coastal change is significant. In November 2018 the Secretary of State for Environment, Food and Rural Affairs called for 'a new philosophy for managing all sources of flooding and coastal change'. The Draft National Flood and Coastal Erosion Risk Management Strategy sets out how this will be achieved.
- 2.2. The Environment Agency has a statutory duty to develop, maintain, apply and monitor a national flood and coastal erosion risk management strategy. This is a requirement of Section 7 of the [Flood and Water Management Act \(FWMA\) 2010](#). The FWMA also lists what the strategy must cover, and states that it requires public consultation, and that the Secretary of State must approve it. The first national flood and coastal erosion risk management (FCERM) strategy was published in 2011. In its 25year Environment Plan, the

Government committed the Environment Agency to revising the FCERM strategy in 2019.

2.3. The Environment Agency is now consulting on the Draft National Flood and Coastal Erosion Risk Management Strategy for England which will replace the existing strategy.

2.4. As a Lead Local Flood Authority, the County Council is responsible for managing and planning for flooding and coastal change and must ensure that it's local FCERM strategies are consistent with the final national strategy. In addition, all risk management authority plans and strategies, even if they are not FCERM focussed, must be undertaken in a manner which is consistent with the national strategy. This consultation represents an important opportunity for the County Council to influence the long-term strategic direction of flood and coastal erosion risk management not only as a lead local flood authority, but also as the Highway Authority, an infrastructure provider, provider of a range of services, and as a landowner.

**3. Other options considered and rejected:**

3.1 None.

**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: None

**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:**

<b>Approved by:</b>  -----	<b>Date:</b>  <b>4 June 2019</b>
<b>Executive Member for Environment and Transport Councillor Rob Humby</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	4 June 2019
<b>Title:</b>	Hampshire County Council Response to Government's consultation on the Draft National Flood and Coastal Erosion Risk Management Strategy for England
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Simon Cramp

**Tel:** 01962 832348

**Email:** [simon.cramp@hants.gov.uk](mailto:simon.cramp@hants.gov.uk)

### Purpose of this Report

1. The purpose of this paper is to provide an introduction to the consultation on the Draft National Flood and Coastal Erosion Risk Management Strategy launched by the Government on 9 May 2019, and to set out the County Council's broad position in relation to the key issues ahead of submitting a formal written response by 4 July 2019.

### Recommendations

2. That the Executive Member for Environment and Transport notes the content and potential impacts of the Government's consultation on the Draft National Flood and Coastal Erosion Risk Management Strategy and endorses the key principles to form a basis for the County Council's detailed response, as set out in paragraphs 13-24 of this report.
3. That the Executive Member for Environment and Transport approves the next steps for submission as set out in this report.
4. That authority is delegated to the Director of Economy, Transport and Environment to make all necessary arrangements to approve and submit the detailed response to Government in consultation with the Executive Member for Environment and Transport.

### Executive Summary

5. This paper seeks to
  - summarise the broad themes arising in the consultation;
  - consider the potential impact that the proposed outcomes from the consultation may have on the County Council; and
  - request approval from the Executive Member for Environment and Transport for the County Council's overarching position ahead of submitting a formal written response.

## Contextual Information

6. Recent climate change predictions indicate that the UK will experience wetter winters and drier summers, with an increased likelihood of more intense rainfall leading to flooding. Additionally, we will experience continuing sea level rise and increased storminess that will have profound impacts for our coastline. The scale of potential future flooding and coastal change is significant. In November 2018 the Secretary of State for Environment, Food and Rural Affairs called for 'a new philosophy for managing all sources of flooding and coastal change'. The Draft National Flood and Coastal Erosion Risk Management Strategy sets out how this will be achieved.
7. The Environment Agency has a statutory duty to develop, maintain, apply and monitor a national flood and coastal erosion risk management strategy. This is a requirement of Section 7 of the [Flood and Water Management Act \(FWMA\) 2010](#). The FWMA also lists what the strategy must cover, and states that it requires public consultation, and that the Secretary of State must approve it. The first national flood and coastal erosion risk management (FCERM) strategy was published in 2011. In its 25 year Environment Plan, the Government committed the Environment Agency to revising the FCERM strategy in 2019.
8. The Environment Agency is now consulting on the Draft National Flood and Coastal Erosion Risk Management Strategy for England which will replace the existing strategy. The consultation was launched by Defra on 9 May 2019 and lasts for a period of 8 weeks.
9. The draft strategy vision is: for a nation ready for, and resilient to, flooding and coastal change – today, tomorrow and to the year 2100. The Environment Agency is asking for feedback on this vision, the proposed steps to be taken, and what needs to happen to implement them. This includes consideration of whether its strategic overview role for flooding and coastal change should evolve to help ensure the strategy's vision and objectives are achieved.
10. The draft strategy, like the existing strategy, is underpinned by the Environment Agency's principles:
  - We put people and the places they live and work in at the heart of what we do;
  - We build partnerships, supporting and trusting one another to get the job done;
  - We continually improve our evidence and understanding of the risks and their solutions;
  - We look for multiple financing opportunities to fund a nation more resilient to flooding and coastal change;
  - We are flexible and adapt to changing risk;
  - We recognise success and continue to grow and develop the range of skills we need;
  - We will be carbon neutral;
  - We manage flooding and coastal change whatever its source or cause; and

- We support sustainable development that creates great places for people and enhances the environment in line with the 25 year environment plan.
11. The strategy will be finalised in the light of the consultation responses and the Government's forthcoming national policy statement on flood and coastal risk before being submitted to the Secretary of State for Environment, Food and Rural Affairs for approval. Alongside the final strategy, the Environment Agency will publish an action plan detailing how it will work with partners to deliver the ambitions, strategic objectives and measures included in the strategy.
  12. All risk management authorities are responsible for managing and planning for their own sources of flooding and coastal change. As a Lead Local Flood Authority, the County Council must ensure that its local FCERM strategies are consistent with the final national strategy. In addition, all risk management authority plans and strategies, even if they are not FCERM focussed, must be undertaken in a manner which is consistent with the national strategy. This consultation represents an important opportunity for the County Council to influence the long-term strategic direction of flood and coastal erosion risk management not only as a lead local flood authority, but also as the Highway Authority, an infrastructure provider, provider of a range of services, and as a landowner.

### **The consultation and the potential impacts on the County Council**

13. The Draft National Flood and Coastal Erosion Risk Management Strategy for England sets out the following vision: A nation ready for, and resilient to, flooding and coastal change – today, tomorrow and to the year 2100. The consultation is focused on what can be achieved over the next 10 to 30 years to help support the delivery of that long-term ambition.
14. The strategy also sets out the Environment Agency's proposal that its strategic overview role should continue to:
  - provide national data, information and tools on flooding and coastal change, to be shared publicly, appropriate for the decisions that risk management authorities need to make in helping everyone understand the risks we're managing;
  - lead effective partnerships that enable place-shaping, to manage flooding and coastal change;
  - provide timely and effective information and warnings; and
  - exercise a general supervision of flooding and coastal change in England;
 and change to include:
  - leading flooding and coastal change as part of broader climate resilience contributing to integrated solutions to the environmental and societal challenges the nation faces;
  - overseeing the collaboration, sharing and monitoring between flooding and coastal change infrastructure owners; and

- providing reporting and assurance that the final strategy's objectives and measures are being progressed.
15. The draft strategy has been split into 3 high level ambitions:
- climate resilient places;
  - today's growth and infrastructure – resilient to tomorrow's climate; and
  - a nation of climate champions, able to adapt to flooding and coastal change through innovation.

The delivery of these will be achieved through 15 strategic, longer term objectives (see Appendix One) and 36 shorter-term measures.

16. The strategy's key theme is the need to build climate resilient places, communities, homes and businesses. However, the strategy also makes clear that it will not be possible to prevent all flooding and coastal change happening, and some areas, homes and businesses cannot be protected. The priority in these areas is seen as ensuring the safety of the local community, reducing the scale of damage, and aiding recovery. This approach may mean that individuals and communities are supported in moving away from some areas.
17. The strategy emphasises that sustained investment is needed to prevent flood damage to properties and infrastructure increasing significantly, and it is estimated that an average annual investment of at least £1 billion in flooding and coastal change infrastructure is required over the next 50 years. Natural barriers and flood relief systems are seen as an increasingly important component of this infrastructure going forward.
18. The draft strategy outlines that the Environment Agency will develop standards for flood and coastal resilience, and a national suite of tools that can be used to deliver that resilience. A national framework will help risk management authorities, people, businesses and public bodies to integrate place-based resilience standards and adaptive approaches into all their existing strategies and plans.
19. Amongst a broad range of measures requiring the involvement of risk management authorities, the draft strategy identifies a number of specific targets for the County Council as the Lead Local Flood Authority:
- by 2021 the Environment Agency will work with lead local flood authorities and other expert bodies to develop guidance setting out best practice on local flood infrastructure management and record keeping;
  - by 2021 the Environment Agency will work with government and risk management authorities to clarify roles of risk management authorities in relation to surface water flooding;
  - by 2026 lead local flood authorities will update their local flood risk strategies to incorporate adaptive approaches to planning for flood and coastal resilience in a place; and



- from 2025 the Environment Agency and lead local flood authorities will advise local planning authorities on how adaptive approaches should inform strategic local plans.

The draft strategy also has specific implications for the County Council as the Highway Authority and infrastructure provider, and in its emergency planning role:

- by 2021 the Environment Agency and risk management authorities will work with infrastructure providers to ensure all infrastructure investment is resilient to future flooding and coastal change.
  - by 2025 the Environment Agency will work with government to better join up the organisations involved in providing incident response and recovery to provide a consistent and coordinated service.
20. The ambition of the draft strategy is welcomed, and the strategic objectives and detailed measures, individually and in combination, address many of the issues that the County Council has raised with Defra and the Environment Agency, particularly since the damaging 2013/14 flood events in Hampshire.
  21. The commencement of work to enhance the appraisal guidance for flooding and coastal change projects has been long awaited, as has the proposal to explore new options for securing more private sector investment in future to mitigate and alleviate the impacts of flooding and coastal change. The objective to better align long term planning for flood and coastal change with water company business planning cycles to identify opportunities for managing both floods and droughts is also welcomed. The national funding arrangements for schemes, the disappointing level of private sector investment, and the difficulty of engaging water companies as partners, have proven significant challenges to the County Council in developing and delivering flood schemes such as at Romsey and Buckskin.
  22. The strategy seeks to establish a Flood and Coastal Infrastructure Task Force to better align the long-term investment planning of publicly funded infrastructure bodies. While improved coordination between the various agencies is critical to achieving place-based resilience to flooding and coastal change, the need for a further organisation in an area where there is already a multiplicity of parties as well as plans, policies and strategies, should be carefully considered.
  23. The Adaptation Sub Committee's 2018 report (Managing the coast in a changing climate) calculated that implementing the current shoreline management plans to protect the coast would, depending on the rate of climate change, cost £18 to £30 billion. It also concluded that it will not be beneficial to protect or adapt 149 to 185 kilometres of England's coastline as currently planned by coast protection authorities. The Environment Agency promises in the strategy to review the legal, policy and behavioural changes needed to 'build back better and in better places' and improve the resilience of homes and business, and, by 2021 to require that shoreline management plans are refreshed and kept under review. The clear implication is that in many areas where our coastline has previously been managed on a 'hold the line' basis there will be a move to developing adaptive approaches with coastal communities, to better involve them in the difficult decisions they'll

need to make in future. This is likely to include taking steps to permanently move communities away from the risk.

24. The strategy sets out an ambitious agenda with far reaching consequences for the County Council not only as a lead local flood authority, but as the Highway Authority, an infrastructure provider, provider of a range of services, and as a landowner. While the overall approach is welcomed, there is a need for caution in terms of:

- the additional requirements that are to be placed on the County Council in all its roles, duties and responsibilities;
- understanding what specific outcomes are to be achieved within the proposed timescales;
- the skills and resources needed to deliver these; and
- how the breadth and depth of activities will be funded against the backdrop of continuing financial constraint.

### **Next Steps**

25. Subject to approval of the recommendation in this report, a response will be developed and submitted by the consultation deadline of 4 July 2019, in consultation with the Executive Member for Environment and Transport.

Appendix One.

<b>Ambition 1:</b>	<b>Climate resilient places</b>
Strategic objective	
1.1	Between now and 2050 the nation will be resilient to future flood and coastal risks. Over the next year the Environment Agency will work with partners to explore and develop the concept of standards for flood and coastal resilience.
1.2	Between now and 2050 risk management authorities will help places plan and adapt to flooding and coastal change across a range of climate futures.
1.3	Between now and 2030 all those involved in managing water will embrace and embed adaptive approaches to enhance the resilience of our environment to future flooding and drought.
1.4	Between now and 2030 risk management authorities will enhance the natural, built and historic environments so we leave it in a better state for the next generation.
1.5	Between now and 2030 risk management authorities will use funding and financing from new sources to invest in making the nation resilient to flooding and coastal change.
<b>Ambition 2:</b>	<b>Today's growth and infrastructure – resilient to tomorrow's climate</b>
Strategic objective	
2.1	Between now and 2030 all new development will contribute to achieving place based resilience to flooding and coastal change.
2.2	Between now and 2030 all new development will seek to support environmental net gain in local places.
2.3	Between now and 2030 all risk management authorities will contribute positively to local economic regeneration and sustainable growth through their investments in flooding and coastal change projects.
2.4	Between now and 2050 places affected by flooding and coastal change will be 'built back better' and in better places.
2.5	Between now and 2030 all flooding and coastal infrastructure owners will understand the responsibilities they have to support flood and coastal resilience in places.
2.6	Between now and 2050 the Environment Agency and risk management authorities will work with infrastructure providers to ensure all infrastructure investment is resilient to future flooding and coastal change.
<b>Ambition 3:</b>	<b>A nation of climate champions, able to adapt to flooding and coastal change through innovation.</b>
Strategic objective	
3.1	Between now and 2030 young people at 16 should understand the impact of flooding and coastal change, but also recognise the potential solutions for their place, and opportunities for career development.
3.2	Between now and 2030 people will understand the potential impact of flooding and coastal change on them and take action.
3.3	Between now and 2030 people will receive a consistent and coordinated level of support from all those involved in response and recovery from flooding and coastal change.
3.4	Between now and 2030 the nation will be recognised as world leader in managing flooding and coastal change, as well as developing and attracting talent to create resilient places.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>
Flood and Water Management Act <a href="https://www.legislation.gov.uk/ukpga/2010/29/contents">https://www.legislation.gov.uk/ukpga/2010/29/contents</a>	<u>April 2010</u>
Understanding the risks, empowering communities, building resilience: the national flood and coastal erosion risk management strategy for England. ( <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/228898/9780108510366.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/228898/9780108510366.pdf</a> )	<u>September 2011</u>
Managing the coast in a changing climate <a href="https://www.theccc.org.uk/publication/managing-the-coast-in-a-changing-climate/">https://www.theccc.org.uk/publication/managing-the-coast-in-a-changing-climate/</a>	October 2018

**Section 100 D - Local Government Act 1972 - background documents**

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

<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

### **2. Equalities Impact Assessment:**

This decision entails the procedure and approach for a consultation response, and does not itself have a direct impact on any service users.

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## Appendix One

<b>Ambition 1:</b>	<b>Climate resilient places</b>
Strategic objective	
1.1	Between now and 2050 the nation will be resilient to future flood and coastal risks. Over the next year the Environment Agency will work with partners to explore and develop the concept of standards for flood and coastal resilience.
1.2	Between now and 2050 risk management authorities will help places plan and adapt to flooding and coastal change across a range of climate futures.
1.3	Between now and 2030 all those involved in managing water will embrace and embed adaptive approaches to enhance the resilience of our environment to future flooding and drought.
1.4	Between now and 2030 risk management authorities will enhance the natural, built and historic environments so we leave it in a better state for the next generation.
1.5	Between now and 2030 risk management authorities will use funding and financing from new sources to invest in making the nation resilient to flooding and coastal change.
<b>Ambition 2:</b>	<b>Today's growth and infrastructure – resilient to tomorrow's climate</b>
Strategic objective	
2.1	Between now and 2030 all new development will contribute to achieving place based resilience to flooding and coastal change.
2.2	Between now and 2030 all new development will seek to support environmental net gain in local places.
2.3	Between now and 2030 all risk management authorities will contribute positively to local economic regeneration and sustainable growth through their investments in flooding and coastal change projects.
2.4	Between now and 2050 places affected by flooding and coastal change will be 'built back better' and in better places.
2.5	Between now and 2030 all flooding and coastal infrastructure owners will understand the responsibilities they have to support flood and coastal resilience in places.
2.6	Between now and 2050 the Environment Agency and risk management authorities will work with infrastructure providers to ensure all infrastructure investment is resilient to future flooding and coastal change.
<b>Ambition 3:</b>	<b>A nation of climate champions, able to adapt to flooding and coastal change through innovation.</b>
Strategic objective	
3.1	Between now and 2030 young people at 16 should understand the impact of flooding and coastal change, but also recognise the potential solutions for their place, and opportunities for career development.
3.2	Between now and 2030 people will understand the potential impact of flooding and coastal change on them and take action.
3.3	Between now and 2030 people will receive a consistent and coordinated level of support from all those involved in response and recovery from flooding and coastal change.
3.4	Between now and 2030 the nation will be recognised as world leader in managing flooding and coastal change, as well as developing and attracting talent to create resilient places.

