

Public Document Pack



EXECUTIVE DECISION DAY NOTICE

Executive Lead Member for Economy, Transport and Environment Decision Day, Executive Member for Highways Operations Decision Day and Executive Member for Climate Change and Sustainability Decision Day

Date and Time Thursday 12th May, 2022 at 2.00 pm

Place Remote Meeting - Remote

Enquiries to members.services@hants.gov.uk

Carolyn Williamson FCPFA
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This decision day is being held remotely and will be recorded and broadcast live via the County Council's website.

AGENDA

~ Executive Lead Member for Economy, Transport and Environment ~

Deputations

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. OUTLINE PROJECT APPRAISAL: BOTLEY BYPASS - PHASE 3
(Pages 5 - 22)

To consider a report of the Director of Economy, Transport and Environment seeking approval for a staged approach to securing the final design and delivery of Phase 3 of Botley Bypass, including an initial stage of securing early engagement with an experienced contractor to complete the complex design; acquire the necessary approvals; improve cost certainty; and a second stage (subject to further approval) to deliver the scheme and its associated works at an estimated current cost of up to £23.112 million.

2. PROJECT APPRAISAL: SOUTHAMPTON AND SOUTH-WEST HAMPSHIRE TRANSFORMING CITIES FUND (TCF) - ELING TO HOLBURY CYCLE SCHEME (Pages 23 - 58)

To consider a report of the Director of Economy, Transport and Environment seeking approval to implement the Eling to Holbury Cycle scheme as part of the Southampton and South West Hampshire Transforming Cities Funded (“TCF”) Programme of highway works.

3. PROJECT APPRAISAL: PORTSMOUTH AND SOUTH-EAST HAMPSHIRE TRANSFORMING CITIES FUND SCHEMES (PACKAGE 2) (Pages 59 - 90)

To consider a report of the Director of Economy, Transport and Environment regarding named schemes within the Portsmouth and South-East Hampshire’s Transforming Cities Fund (TCF) programme and seeking approval to vary the programme and to progress and implement recommended schemes on behalf of Hampshire County Council in Partnership with Portsmouth City Council.

4. PROJECT APPRAISAL: HARTFORD BRIDGE FLATS JUNCTION IMPROVEMENT PHASE 2 (Pages 91 - 106)

To consider a report of the Director of Economy, Transport and Environment regarding the scheme to provide a fourth arm at the A30/A327 Hartford Bridge Flats roundabout junction, and seeking approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

5. FLOOD AND WATER CATCHMENT MANAGEMENT PLANS (Pages 107 - 158)

To consider a report of the Director of Economy, Transport and Environment regarding the draft Hampshire Flood and Water Catchment Management Plans (FWCMPs) and seeking approval to undertake public consultation on the FWCMPs to allow for input on their contents from a wider audience before consideration of final adoption.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

6. PROJECT APPRAISAL: A32 FARRINGDON AND CHAWTON FLOOD ALLEVIATION SCHEME PHASE 2 (Pages 159 - 172)

To consider a report of the Director of Economy, Transport and Environment seeking approval for Phase 2 of the A32 Farringdon and Chawton Flood Alleviation scheme following completion of Phase 1. A previous Project Appraisal was approved on 23 September 2021, but the scheme costs have risen significantly.

7. THE IMPACT OF THE INFLATIONARY PRESSURES ON THE DELIVERY OF THE HIGHWAY MAINTENANCE SERVICE (Pages 173 - 180)

To consider a report of the Director of Economy, Transport and Environment regarding the evolving impacts across the highways service of rapidly rising costs and the increasingly limited availability of key materials as a direct consequence of the current global situation. The report recommends that normal highway maintenance services are maintained as far as possible to ensure the decline in the condition of the highway network is not increased.

~ Executive Member for Highways Operations ~

Deputations

To receive any deputations notified under Standing Order 12.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

8. **CONCESSIONARY FARES REIMBURSEMENT 2022/23 UPDATE** (Pages 181 - 188)

To consider a report of the Director of Economy, Transport and Environment regarding the Council's approach to concessionary fare reimbursement for local bus operators from 1 April 2022 until 31 March 2023 in line with revised guidance from the Department for Transport (DfT).

~ Executive Member for Climate Change and Sustainability ~

Deputations

To receive any deputations notified under Standing Order 12.

NON KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

9. **REVOLVING COMMUNITY ENERGY FUND** (Pages 189 - 198)

To consider a report of the Director of Economy, Transport and Environment regarding the creation of a Revolving Community Energy Fund (RCEF), using £250,000 from the Climate Change budget. This RCEF will invest in community energy projects and returns on any investment will recharge the RCEF ensuring a sustainable, long-term funding mechanism.

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 observe the public sessions of the decision day via the webcast.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	12 May 2022
Title:	Outline Project Appraisal: Botley Bypass – Phase 3
Report From:	Director of Economy, Transport and Environment

Contact name: Tryfon Ampartzis

Tel:

Email: tryfon.ampartzis@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to the Outline Project Appraisal and to appoint a contractor through a 2-stage procurement process for Phase 3 of Botley Bypass. This approach is recommended as it supports commitments to deliver the bypass and associated works, estimated at £23.112million. The approach facilitates Early Contractor Involvement with an appropriately experienced contractor to finalise the design and work in partnership to provide greater certainty around deliverability; cost and securing the necessary consents/approvals required to realise the benefits of this project.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the Outline Project Appraisal and Procurement Approach for Botley Bypass - Phase 3 as outlined in this report.
3. That approval be given to procure, spend and enter into necessary (Stage 1) contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Botley Bypass - Phase 3, as set out in this report.

Executive Summary

4. Implementation of the Botley Bypass - Phase 3 proposals will provide a new 1.8km long, 7.3m wide single carriageway road that will link to the Phase 1 works and provide the new eastern section of the Bypass route from Winchester Street to the existing A334, east of Botley Village.
5. Works will commence in Spring 2023 and will follow the completion of the first two phases (Phase 1: Uplands Development Infrastructure (UDI) and Phase

2: Woodhouse Lane South) and include a new bridge over the River Hamble, a new roundabout junction with the A334 and a new access for Newhouse Farm.

6. The scheme cost, estimated at £23.112 million, is to be funded from developer contributions and forecast capital receipts arising from the sale of the Uplands Farm development sites.
7. This report seeks approval of the Outline Project Appraisal and Procurement Approach using a two-stage procurement process to allow early engagement with an appropriately experienced contractor.
8. The 2-stage process includes a 'break-point' at the end of the design and target cost phase allowing options to be considered in advance of the construction phase. At this point, a further report (early 2023) will be presented to the Executive Lead Member for Economy Transport and Environment to consider the full Project Appraisal and the route to construction.
9. This report sets out the approach to procurement followed by a summary of the financial details, programme, scheme details and key risks. The report also outlines land transactions and summarises next steps in this regard.

Background to the Scheme

10. In November 2016 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved and that work should be progressed to finalise details of the scheme and enable the timely submission of a Planning Application. Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Scheme, developed along the preferred route alignment approved in November 2016.
11. Planning Permission for the Botley Bypass was granted on 22 November 2017 (Application No: CS/17/81226) in respect of the plans and particulars put forward under the planning application and subject to 29 conditions.
12. In January 2018 the Executive Member for Environment and Transport gave permission to progress the detailed design and development work for the Bypass and confirmed the alignment of the scheme.
13. In September 2019 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass - Scheme Update (development of Land West of Woodhouse Lane)' recommended that the preferred route is phased to accommodate the off-site requirements of a proposed Development to Land West of Woodhouse Lane.
14. The bypass route (Appendix 1) commences to the east of the priority junction at Winchester Street which is being constructed as part of the Botley Bypass – Phase 1: Uplands Development Infrastructure (UDI) scheme. Under that contract, a short stub into the bypass will be provided. From there, the bypass heads in an easterly direction towards the railway where it crosses an existing farm track. It then runs parallel to the railway, crossing an existing right of way

and then the River Hamble via a new bridge to be constructed as part of the scheme. The bypass then heads south, to the west of Bittings Industrial Estate, before turning east again to join the A334 with a new roundabout to replace the existing A334/A3051 priority junction. The A3051 will also be realigned to the north to tie in with the new roundabout.

15. The scheme is in mid-stage detailed design and it is considered an appropriate stage to secure contractor involvement to help complete the design process and provide a greater certainty towards delivering the construction phase.

Procurement Strategy

16. Approval of this report will enable a contractor/supplier to be procured for the Stage-1 contract providing Early Contractor Involvement (ECI) to finalise the design and work in partnership to provide greater certainty around deliverability; cost and securing the necessary consents/approvals required to realise the benefits of this project.
17. Although the scheme has been largely designed by Hampshire County Council's Engineering Consultancy, the complex logistical nature of the scheme, including the construction of structural elements, site access and material sourcing, as well as environmental and planning approvals will require specialist input from the contractor who will deliver the works, to ensure the works are deliverable and within the budget constraints of the project. This report is required to enable a contractor to be procured to undertake Early Contractor Involvement (ECI).
18. The Generation 4-3 2020-2024 Civil Engineering, Highways and Transportation Collaborative Framework commenced in April 2021 and is the framework is to be used. Gen4-3 was specifically designed to cater for complicated civil engineering projects including those within the value range (£8million to £150million).
19. Selection of suppliers to gain a place on the Gen 4-3 framework was on a quality/price ratio of 80/20. The four suppliers were chosen from quality responses to eight quality criteria placed in the framework document. As these criteria are largely relevant to this project, it is not proposed to request the suppliers to restate them. Instead, a small number of quality elements will be included within the mini competition which relate to the construction methods and approach in delivery of this particular project, along with elements relating to social value and climate change. The content of these quality questions and assessment of tender responses will be compiled and marked by a panel selected for their relevant expertise and moderated by the project management team.
20. Although the parameters and scope of the project will be set through the contract documents, the final contract award will be based upon a thorough and detailed analysis of the contractor's bid. This may slightly affect some of the detail contained in this report and will be subject to a further report.

Contract Award

21. Following completion of the first stage contract a design and target cost will be available which has been developed through Early Contractor Involvement. The contract provides a 'break-point' at this stage enabling the following options to be considered and an informed decision on the way forward to be made:

- subject to performance on Stage 1 and the target cost aligning with the approved budget, a decision could be made to appoint the same contractor for the construction (Stage-2) phase;
- if the target cost exceeds the approved budget, a descoping exercise could be undertaken to align with the approved budget; an increase in budget considered or the scheme curtailed; and
- if the target costs exceed the approved budget and a decision is made to deliver the project, options exist to appoint the same contractor for the construction (Stage-2) phase or open this stage to competition.

22. A report will be brought back to the Executive Lead Member for Economy, Transport and Environment in early 2023 at the conclusion of Stage-1 to consider the above options and seek approval of the full Project Appraisal.

Finance

23.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	2,689	12	Developer	
	Client Fee	401	2	contributions and	
	Supervision	1,360	6	forecast capital	
	Other Fees	548	2	receipts arising from	
	Construction (incl risk)	17,930	77	the sale of the	
	Land	184	1	Uplands Farm	
				developments sites	
	Total	<u>23,112</u>	<u>100</u>	Total	<u>23,112</u>

24.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	209	0.201%
	Capital Charge	2,223	1.463%

25. The approved budget is based upon the current stage of design and includes quantified risk. However, it is not a fully worked pre-tender estimate which can only be developed at the conclusion of the detailed design. There is an

uncertain economic outlook due to emerging construction inflation and resource capacity and cost issues experienced across the sector. Factors such as material shortages, rising fuel costs, labour costs and a shortage of HGV drivers are impacting logistics and supply chain management as lead times for key materials are affected. Additionally, recent events in eastern Europe are having a very significant impact on top of these existing challenges which has intensified the financial situation.

26. The regional market has also seen high volumes of infrastructure schemes seeking to be delivered to similar timescales which may saturate the marketplace making competition and costs volatile and difficult to predict. In order to de-risk and improve certainty of the cost position a 2-stage (Early Contractor Involvement) approach is recommended.
27. Tender price inflation is already impacting delivery of the major projects within the capital programme. Evidence has been seen through tendering that projects costs have increased by 20% - 30% over the past 12 months.
28. The Economy, Transport and Environment Department continues to work hard to develop strong collaborative relationships with contractor partners to mitigate these challenges for the successful delivery of its capital programme.

Programme

29. The current forecasted tender for Stage 1 procurement is to take place between April and July 2022, Stage 2 contract award is estimated to take place in March 2023, with a view to commence on site in April 2023 for approximately 24 months. A further Executive Member report for Stage 2 contract award and full Project Appraisal is scheduled for early 2023.
30. If an alternative traditional procurement option is adopted, the completion of detailed design and development of a worked-up pre-tender estimate would be expected to conclude in approximately 8 months. A traditional single stage procurement would then take place between January and March 2023 with contract award in April 2023. This would then lead to the start of construction works in August 2023.
31. The sections of existing road being improved as part of the scheme, including public utility diversionary works will be undertaken alongside live traffic conditions. Work in these areas will be progressed with respect to the need to minimise disruption to the travelling public. The areas of new highway construction will have less impact on the travelling public although they are more vulnerable to weather and ground conditions.
32. The landscape planting will be undertaken by specialist contractors both at suitable times during the main contract works and before the end of the first planting season after completion of the works. This approach will help to enable the landscape planting to become established and contribute towards the mitigation for the scheme at the earliest opportunity.

33. Traffic management and accessibility measures designed to support the use of the bypass will be implemented once the bypass has been opened for use and traffic patterns have started to normalise. The detail of these proposals will be confirmed separately.

Scheme Details

34. The bypass is 1.8km long and 7.3m wide single carriageway with a 40mph design speed. A 3m wide shared use footway/cycleway is provided along the southern side.
35. The proposed drainage network incorporates balancing ponds, filter drains, geocellular attenuation units and ditches which allow the surface water to be directed to the watercourse and final discharge/outfall locations. Existing drainage is proposed to be retained and re-used where feasible.
36. The proposed structure is a 2-span continuous plate girder steel bridge supported by reinforced concrete abutments and an intermediate pier on piled foundations. The steel plate girders will be composite with the reinforced concrete deck spanning between the beams. Both spans will be 34m long between supports and the bridge will have a skew angle of approximately 18 degrees.
37. The bridge spans have been positioned such that the River Hamble will flow under the west span with minimum distances of approximately ten metres and eight metres from the banks of the river to the faces of the abutment and central pier respectively. The stream will flow under the east span closer to the east abutment. The bridge has been designed to avoid any construction works within the watercourses.
38. A standard 1m high parapet will be provided on the north elevation but as the bridge incorporates a shared use footway/cycleway, a 1.4m high parapet with mesh infill will be provided on the south elevation. Safety fencing will be connected to the parapets on all four corners of the bridge.
39. Other key features of the project include construction of acoustic bunding to the west of the River Hamble, street lighting and landscaping/planting works.
40. Extensive utility works will also be required including SSE overhead cables; Southern Water mains; BT and Virgin Media apparatus. Management and co-ordination of the utility works will form an integral element of the Stage-1 contract.
41. Botley Fields development is being considered in parallel to Botley Bypass – Phase 3. Close working across Hampshire County Council is in place to manage this interface.

Departures from Standards

42. The Scheme proposals are being designed to comply with Department for Transport and Hampshire County Council standards for highway improvement schemes.
43. The list of Departures from Standards has not been finalised as detailed design has not been concluded.

Consultation and Equalities

44. In November 2016 a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved and that work should be progressed to finalise details of the scheme and enable the timely submission of a Planning Application. Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Scheme, developed along the preferred route alignment approved in November 2016.
45. The Botley Bypass Phase 3 Eastern Section scheme will benefit all transport users by improving connectivity between Winchester Street to the existing A334, east of Botley Village. The scheme will enhance existing and create new facilities for pedestrians, cyclists and equestrians. The new shared path that will be parallel to the link road will provide a safe route for all users, positively affecting people of all ages, sexes, and disabilities. The scheme has been assessed as having a neutral impact on other protected groups. The scheme represents a long-standing aspiration to develop a new bypass to help alleviate traffic congestion in Botley caused by the significant volume of through traffic using the A334 Botley High Street en-route between the Fareham area, the wider Eastleigh and North Hedge End areas, and Winchester in the north. Thus, traffic flows in Botley are expected to be minimised. Public transport is expected to be positively affected. Although the local bus operators have not expressed an interest in amending their existing arrangements, the amount of traffic in Botley is expected to be reduced and bus travel times to decrease.

Climate Change Impact Assessments

46. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does – details are set out below.
47. In overall terms, this project delivers important environmental benefits as it seeks to reduce congestion; assists in addressing air quality issues; reduces

severance for pedestrians encouraging sustainable modes of travel and will bring significant traffic relief to the village centre. With potential growth in traffic levels and planned development in the area, existing problems are likely to be further compounded and this project seeks to offer transport mitigation.

Climate Change Adaptation

48. Following assessment using the Adaptation Tool, the project is not considered to be vulnerable to climate change. The location of the scheme is prone to surface water flooding in the vicinity of River Hamble. However, the design has been executed in line with the requirements of Hampshire County Council as Statutory Lead Local Flood Authority and the latest guidance from the Environment Agency. Appropriate storm return periods, with designs allowing for a one in a 100- year storm where appropriate, have been applied, with the latest climate change allowance included in accordance with the Environment Agency requirements. The drainage system ensures there is no increase in the rate of runoff discharged from the site, and on-site flooding is contained within the specially designated areas, reducing the risk to people and property. There are no identified risks from extreme heat and storms.
49. This aligns well to the Strategic aims as set out at the start of this paper ensuring that Hampshire maintains strong and sustainable economic growth and prosperity and supports strategic priorities for improving wellbeing and health through inclusion of new footways and cycle tracks to encourage active travel.

Carbon Mitigation

50. Carbon emissions from this project will arise during the construction and operational stages of the new highway. The construction will involve heavy vehicles moving significant earth works to create embankments and an underpass. Mitigation will seek to ensure that cut and fill movements are limited with as much re-use and disposal on adjacent land as possible to reduce emissions. Emissions will be further mitigated by additional tree and scrub planting, over and above that which will need to be removed during the works phase of the scheme.
51. The new Bypass will help alleviate traffic congestion in Botley. Traffic congestion during peak periods contributes towards air quality problems, particularly the High Street which has been identified by Eastleigh Borough Council as an Air Quality Management Area (AQMA) due to poor air quality. Action measures identified in the AQMA Action Plan 2012- 2017 identify the construction of a bypass and restrictions on heavy good vehicles as the principle means of improving air quality. Botley village centre is a designated Conservation Area and includes a number of historic and listed buildings. There are concerns about the potential effects of noise and vibration particularly from heavy goods vehicle (HGV) movements on the setting and

structural stability of these properties. Access by the community to local amenities within the centre of the village is also compromised by large numbers of HGVs.

Statutory Procedures

52. Planning Permission for the Botley Bypass was granted on 22 November 2017 (Application No: CS/17/81226) and was granted in respect of the plans and particulars put forward under the planning application and subject to 29 conditions.
53. There will be a series of statutory procedures and approvals required to deliver this project, which will be progressed as part of the Stage 1 contract. Updates will be provided in the further report to the Executive Member to consider as part of the full Project Appraisal.
54. All necessary watercourse consents for works in the vicinity of River Hamble, including a Flood Risk Assessment Permit, will be sought in a timely manner in order to support the delivery of the scheme.

Land Requirements

55. The land requirements for the scheme were identified at an early date and the Executive Member for Policy and Resources gave authority for the acquisition of all the required land on 22 January 2018, if necessary, through Compulsory Purchase Orders. The final purchase was completed in July 2021. A significant part of the route was already in County Council ownership, being held as part of the County Farms Estate, and this has been made available for the project.
56. All land required to deliver the Botley Bypass - Phase 3 at this stage has been secured. If additional requirements are identified as design and deliverability develops through the Stage-1 contract, those will be addressed and included in the full Project Appraisal report in early 2023.

Maintenance Implications

57. The proposals will generate increased maintenance pressures which have been calculated at approximately £209,000 per annum and should be considered when setting future annual highway maintenance budgets.
58. Many of the materials that will be used in the construction of the Scheme are standard materials used elsewhere on the highway. As part of the processes involved in developing the scheme internal consultations have taken place with Hampshire County Council's Asset Management. The detailed design of the scheme has been refined to reduce future maintenance liabilities as far as possible by using robust materials and redesigning elements that has resulted in an increase in capital costs for the benefit of reduced future maintenance liabilities.

59. Highway improvement schemes that involve the formal planning process and environmental impact assessments will incorporate measures to mitigate for the impact of the scheme and protect or improve the environment. The proposals have been designed to accommodate these factors as far as possible with a minimal impact on future maintenance. However, to maintain a balanced approach to the growth agenda and the declared climate change emergency, landscape and ecological areas that support the scheme will need to be maintained to ensure they remain fit for purpose and accommodated when setting future maintenance budgets.

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

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Botley Bypass Public Consultation and Preferred Route	03/11/2016
Botley Bypass – Way Forward and Land Acquisition	16/01/2018
Botley Bypass - Scheme Update (development of Land West of Woodhouse Lane)	17/09/2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<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:

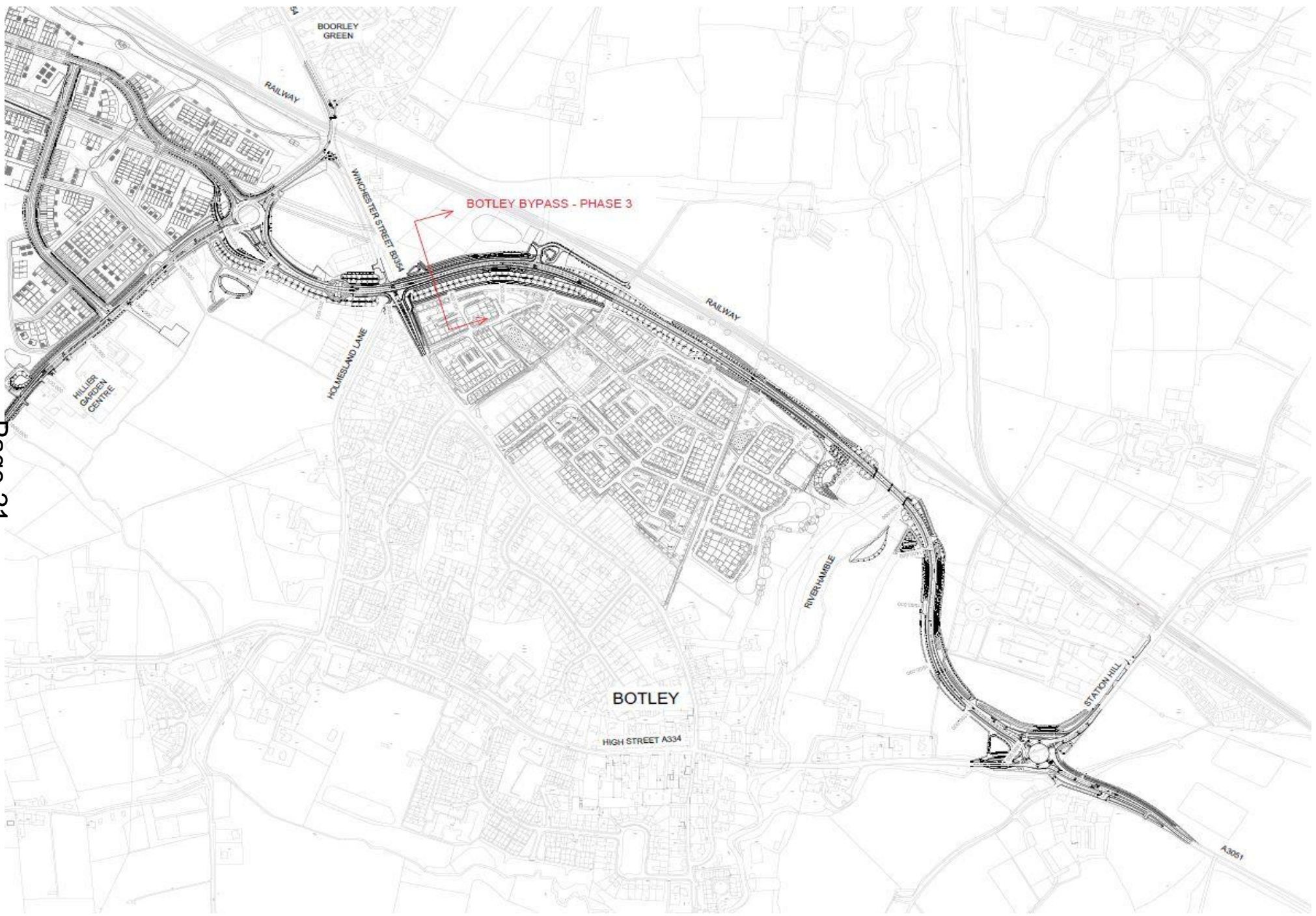
- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share 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 Botley Bypass Phase 3 Eastern Section scheme will benefit all transport users by improving connectivity between Winchester Street to the existing A334, east of Botley Village. The scheme will enhance existing and create new facilities for pedestrians, cyclists and equestrians. The new shared path that will be parallel to the link road will provide a safe route for all users, positively affecting people of all ages, sexes, and disabilities. The scheme has been assessed as having a neutral impact on other protected groups. The scheme represents a long-standing aspiration to develop a new bypass to help alleviate traffic congestion in Botley caused by the significant volume of through traffic using the A334 Botley High Street en-route between the Fareham area, the wider Eastleigh and North Hedge End areas, and Winchester in the north. Thus, traffic flows in Botley are expected to be minimised. Public transport is

expected to be positively affected. Although the local bus operators have not expressed an interest in amending their existing arrangements, the amount of traffic in Botley is expected to be reduced and bus travel times to decrease.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	12 May 2022
Title:	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund (TCF) - Eling to Holbury Cycle Scheme
Report From:	Director of Economy, Transport and Environment

Contact name: Brandon Breen

Tel:

Email: brandon.breen@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide detail and seek approval to implement the Eling to Holbury Cycle scheme as part of the Southampton and South-West Hampshire Transforming Cities Funded ("TCF") Programme of highway works.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the Project Appraisal for the Eling to Holbury Cycle scheme as part of the Southampton and South-West Hampshire Transforming Cities Fund (TCF) Programme of highway works, as outlined in this report and detailed in the attached appendices.
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 Eling to Holbury Cycle scheme, as set out in this report, at an estimated cost of £3,441,000 funded from the Transforming Cities Fund and developer contributions.
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.
5. That the Executive Lead Member for Economy Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences,

permissions, rights or easements necessary to enable implementation of the scheme.

Executive Summary

6. The scheme is part of the wider Transforming Cities Fund programme aimed at providing improvements to cycleways, footways and road crossings to encourage more people to cycle and walk locally and further afield, as well as improving bus travel throughout Southampton and South-West Hampshire.
7. The County Council, together with Southampton City Council, has secured £57million of funding from the Department for Transport's (DfT) Tranche 2 Transforming Cities Fund, which aims to improve productivity by investing in public and sustainable transport infrastructure in and around City Regions.
8. Whilst funding has been made available by the DfT, it is important to note that this scheme will support the County Council's established priorities to improve air quality in local communities, help reduce carbon emissions in line with the climate change strategy, support local business in promoting active travel within their workplace, support the wellbeing of residents and contributing to a greener and healthier Hampshire.
9. Stakeholder and public consultation was undertaken during Summer/Autumn 2021. The majority of responses were positive with respect to the scheme positively impacting their journeys via sustainable modes and a proportion of car drivers also reported that they would be likely to cycle more as a result of the scheme.
10. Surveys will be undertaken prior to construction as well as after completion of the works in order to record the current and future levels of pedestrian and cycle use of the route. This data will be used to measure future pedestrian and cycle use along the route which will be used to assess the success of the scheme.

Contextual Information

11. The scheme introduces a series of interventions along a 14.5km corridor providing a long-distance connection between Holbury in the south to Eling (and onward routes to Totton/ Southampton) in the north. The scheme will improve cycle links between the two destinations and will also provide cycling links within and between the communities of Waterside.
12. The interventions will encourage people to leave the car at home and cycle locally to access facilities and services in the Waterside area. Improvements to existing infrastructure will enable better connectivity between the communities which is key to encouraging more cycling locally.

13. Hampshire County Council is developing capacity improvements to the southern section of the A326 corridor, in part to account for new development associated with the approved Fawley Waterside development. This scheme compliments the A326 corridor works and is coordinated to deliver efficiencies to the benefit of those impacted by the works.
14. In order to make best use of roadspace and minimise disruption to traffic, and to maximise the works value of the limited funding, both the TCF and the A326 Major Scheme improvements at the Southbourne Avenue and Holbury Drove junctions will be delivered as a combined project under the TCF works contract.

Finance

15. The approved budget is based upon the current stage of design and includes quantified risk. However, at this stage it is based on the Capital Programme value and is not a fully worked pre-tender estimate. There is an uncertain economic outlook due to emerging construction inflation and resource capacity and cost issues experienced across the sector. The regional market has also seen high volumes of infrastructure schemes seeking to be delivered to similar timescales and in such an uncertain market, accurate scheme costs are difficult to predict. Factors such as material shortages, rising fuel costs, labour costs and a shortage of HGV drivers are impacting logistics and supply chain management as lead times for key materials are affected. Additionally, recent events in eastern Europe are having a very significant impact on top of these existing challenges which has intensified the financial situation. Evidence has been seen through tendering that projects costs have increased by 20% - 30% over the past 12 months.
16. The County Council continues to work hard to develop strong collaborative relationships with contractor partners to mitigate these challenges for the successful delivery of its capital programme. Should the tender costs significantly exceed the estimates a further report will be presented setting out alternative options. The County Council has also maintained engagement with all the funding partners, as the implementation strategy has been derived, and it will be important to maintain this contact as the scheme is delivered.

17.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	471	13	TCF Tranche 2	3,217
	Client Fee	185	5	Developer	224
				Contributions	
	Supervision	145	4		
	Construction	2,640	78		
	Land				
	Total	<u>3,441</u>	<u>100</u>	Total	<u>3,441</u>

- The estimated project cost is £3,441,000. The allocation of TCF Tranche 2 funds will be spent by the end of March 2023.

18.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	29	0.028%
	Capital Charge	349	0.229%

Programme

19.

	Gateway Stage			
	3 (PA)	Start on site	End on site	4
Date	May 2022	October 2022	May 2023	May 2024

Scheme Details

20. The scheme has been split into six sections. Sections A to E are at a more advanced design stage than section F. The general arrangement drawings for the scheme are included at Appendix 1 and include:

Section A - Eling to Marchwood

- new Toucan crossing at Marchwood Road/ Bury Lane/Trotts Lane to connect from Bury Lane to existing offroad footway/cycleway adjacent to Marchwood Road.

Section B – Main Road through Marchwood

- a new parallel zebra crossing off Tavells Lane to improve connections between existing off road cycle facilities;
- minor improvements to provide an on-road route through Marchwood;
- improvements to the Main Road/ Old Magazine Close junction to aid speed reduction of turning vehicles; and
- improvements to the Main Road/ Oaklands Drive junction to provide an off-road cycle facility on the approach to the junction.

Section C – Main Road through Marchwood and Applemore

- road safety signs and line marking interventions to advise users of safe passing of cyclists; and

- improvements to the Main Road/ Manor Road junction to provide a direct route, with uncontrolled refuge crossings, and safe transition between on and off-road facilities.

Section D – Applemore

- minor improvements to road markings on carriageway and at access points. The route utilising the existing shared path.

Section E – Hythe

- improvement to visibility and refuge island for uncontrolled crossing of Sizer Way;
- safe transition points between on and off-road facilities on Claypits Lane;
- a new parallel zebra crossing off Claypits Lane;
- off-road cycle facilities on Challenger Way;
- on-road route with advisory cycle lanes on North Road;
- cycle track at Dibden Purlieu, with parallel zebra crossing of Beaulieu Road;
- on-road quiet route between Beaulieu Road and Fawley Road, with a parallel zebra crossing off Butts Ash Road; and
- existing off-road shared path along Fawley Road, with cycle priority over Fleuret Close.

Section F – Holbury

- improved crossing of Cadland Road (parallel zebra crossing/ uncontrolled crossing of a single lane entry);
- widened shared-use path between Cadland Road and Lime Kiln Lane, including cycle priority over Main Road junction;
- improvements to the Long Lane service road to reduce the number of conflict points (banning/closing turns), reduce traffic movements (one-way restrictions and modal filters), and unlock public realm improvement opportunities;
- improvements on Long Lane at the junctions of Southbourne Ave and Holbury Drove, to help increase safety for cyclists and pedestrians; and
- provide improved bus stop waiting facilities.

Environment

21. Both an Arboriculture Impact Assessment and an Ecology Impact Assessment have been completed. Neither survey indicates any detrimental impacts arising from the proposals. Original proposals indicated that a number of trees would be required to be removed to implement the scheme however the design has since been amended and this has resulted in no need for any tree removal within the scheme extents.

Other key Issues

22. All the works will take place within the existing highway boundary.

23. Surveys will be undertaken prior to construction as well as after completion of the works in order to record the current and future levels of pedestrian and cycle use of the route. This data will be used to measure future pedestrian and cycle use along the route which will be used to assess the success of the scheme.

Consultation and Equalities

24. An online digital consultation event was held during August 2021 for Councillors (County, Borough, Town and Parish) and key stakeholders including local businesses, community groups and disability groups/forums. The event was well attended by interested parties with a good level of interaction between attendees and County Officers. Following the digital event, an online public survey was launched attracting 87 responses which included the following headline responses:
- 63% of respondents said the scheme would positively impact their journeys whilst 30% said they would not. 60% of cyclists who cycle once a week said the proposals would have a positive impact;
 - most respondents were car drivers. 44% drove 3-5+ days a week and 70% drove at least once a week. 46% cycled at least once a week and only 7% of respondents used the bus at least once a week; and
 - 66% of respondents said this scheme would have a positive impact on how often they cycle in the area, whilst only 4% of respondents said they would not.
25. A response was received from the Waterside Cycling Action Group (WCAG) in response to the scheme proposals. As a result, some adjustments have been made to the design where it falls within the scope of this project. The request to provide the new single stage Toucan crossing facility close to the desire line at the junction with Bury Lane/ Marchwood Road/ Trotts Lane has been reviewed and adjusted to ensure a direct and safe passage for cyclists. Cycle gaps in existing traffic calming infrastructure will be widened to allow adapted cyclists easier access. Measures to improve overtaking practice have been incorporated within the design on Main Road through Marchwood. Parking restrictions will be introduced where vehicle parking is causing safety problems for cyclists using the cycling infrastructure.
26. The scheme is supported by Hampshire County Councillors David Harrison, Malcolm Wade and Alexis McEvoy and stakeholder engagement sessions have included an introductory statement on walking, cycling and public transport by Councillor Humby.
27. An Equalities Impact Assessment has been undertaken on this scheme and it has been found to have a positive impact regarding the protected characteristics of age and disability. The scheme focuses on improving the cycling experience, air quality and pedestrian safety by implementing new highways infrastructure. This scheme will mainly benefit those making the trip by cycling and walking and help to encourage modal shift. The scheme has a neutral impact for other protected characteristics.

28. With respect to age, overall, the scheme is likely to have a positive impact on reducing inequalities. The improvements it provides to cyclists and pedestrians will improve the safety and journey experience of these modes. With respect to disability, this scheme will benefit those with disabilities who use the highway, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes. It will encourage disabled cyclists to commute more as inaccessible cycle infrastructure is one of the biggest barriers to cycling.

Climate Change Impact Assessments

29. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
30. Overall, the proposed scheme seeks to encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.

Climate Change Adaptation

31. The Adaptation Project Screening Tool has been used to assess this scheme and the following findings have been identified:
- the TCF Programme supports three strategic priorities as follows: Hampshire maintains strong and resilient economic growth and prosperity; People in Hampshire live safe, healthy and independent lives; People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the scheme enabling a modal shift toward active travel for local journeys, providing more travel choices, and bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles;
 - the drainage for this scheme has been designed to withstand a 1:100-year storm plus 40% to mitigate vulnerability to flooding. The scheme is not considered to be any more vulnerable than existing highway infrastructure; and
 - the scheme is not considered vulnerable to any other climate variables.

Carbon Mitigation

32. In the longer-term use, the scheme enables sustainable travel, thereby encouraging reductions in emissions with increased use, particularly where other carbon polluting travel modes are replaced.

33. In the short-term during construction, carbon emissions from this project arise from the manufacture of the new infrastructure to be constructed e.g., concrete and steel and from plant and equipment needed to undertake the work.
34. Bitumen and cementitious based materials will be used for the footways with concrete kerbing. Traffic signs and lighting materials are mainly aluminium with steel posts and concrete foundations. The provision of all materials will be to industry standard.
35. The replacement of street lighting is estimated to reduce electricity usage through the use of efficient lighting design and low voltage LED lamps.
36. Transporting materials and resources to site will generate CO2 emissions as will the operation of plant during the works. The contractor will be requested to use direct routes and to turn off vehicles, plant and equipment when not in use.
37. Carbon emissions will be mitigated by focusing the contractor to use recycled materials where practicable and using manufacturers with a focus on efficient low carbon manufacturing methods.
38. There will be no further CO2 emissions generated by the infrastructure upon completion of the works other than for maintenance, replacement of infrastructure as part of general routine maintenance or to address defects.
39. Carbon emissions will be mitigated by sourcing construction materials and plant locally wherever possible and prioritising the use of recycled materials where practical. On completion, the schemes will encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

Statutory Procedures

40. Forward planning notices under the New Roads and Street Works Act for booking road space have been completed for this scheme.
41. There are amendments to existing traffic regulation orders which will be applied for in accordance with Hampshire County Council's process.
42. The conversion of existing footways into shared footways/cycleways and the provision of new cycleways will be in accordance with the provisions of Sections 65 and 66 of the Highways Act 1980.
43. A public notice for the controlled crossings giving the public 28 days' notice of the provision of the controlled crossing will be erected on site and the Hampshire County Council public notice website.

44. The works will be coordinated with other highways and developer works in the area in cooperation with Hampshire County Council's Streetworks Office, to ensure that any disruption to road users is kept to a minimum.
45. A Stage 3 Road Safety Audit will be carried out on completion of the scheme with any recommendations considered and implemented where applicable.

Land Requirements

46. The works are permitted development under Part 12 of Schedule 2 of the General Permitted Development Order (works permitted for a local authority). All the works will take place within the existing highway boundary.

Maintenance Implications

47. Hampshire County Council's Highways Asset Management team has been consulted on this proposal and comments and requests for clarification have been addressed. Further consultation with Highways Asset Management will take place as the scheme progresses.
48. The scheme is expected to have a future annual maintenance figure of approximately £29,000.
49. The design of this scheme has been refined to reduce future maintenance liabilities as far as possible by using robust materials and value engineering.
50. This scheme has been subject to review in terms of asset management with respect to design principals and proposed materials.
51. The replacement street lighting will result in reduced maintenance and energy costs. New and revised street lighting will be accrued for maintenance under the Hampshire Street Lighting PFI contract.

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

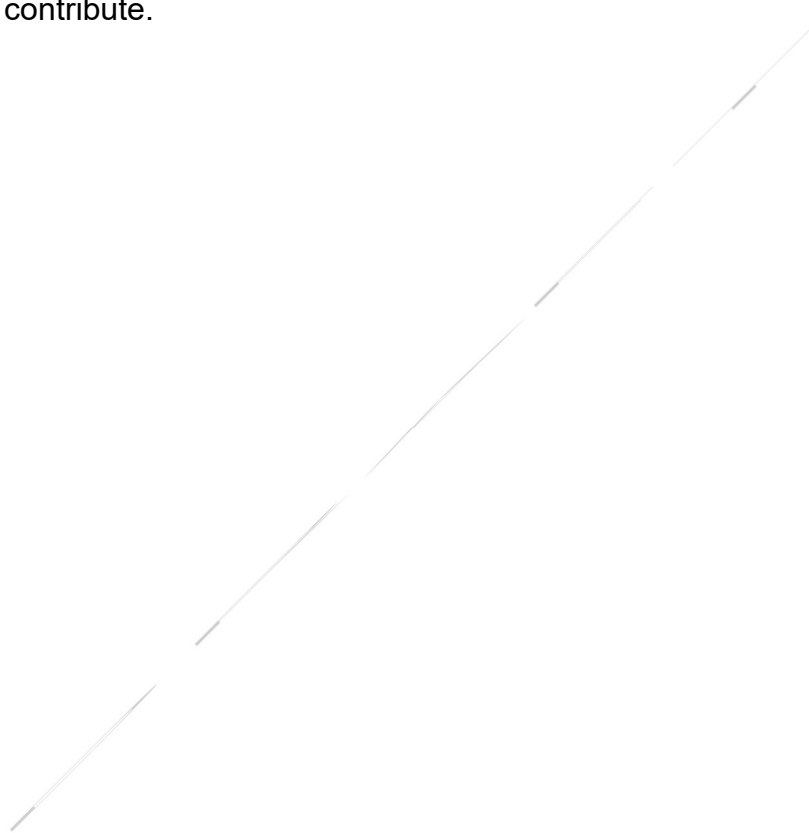
14 Policy Objectives

- 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

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

Section 100 D - Local Government Act 1972 - background documents

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

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.

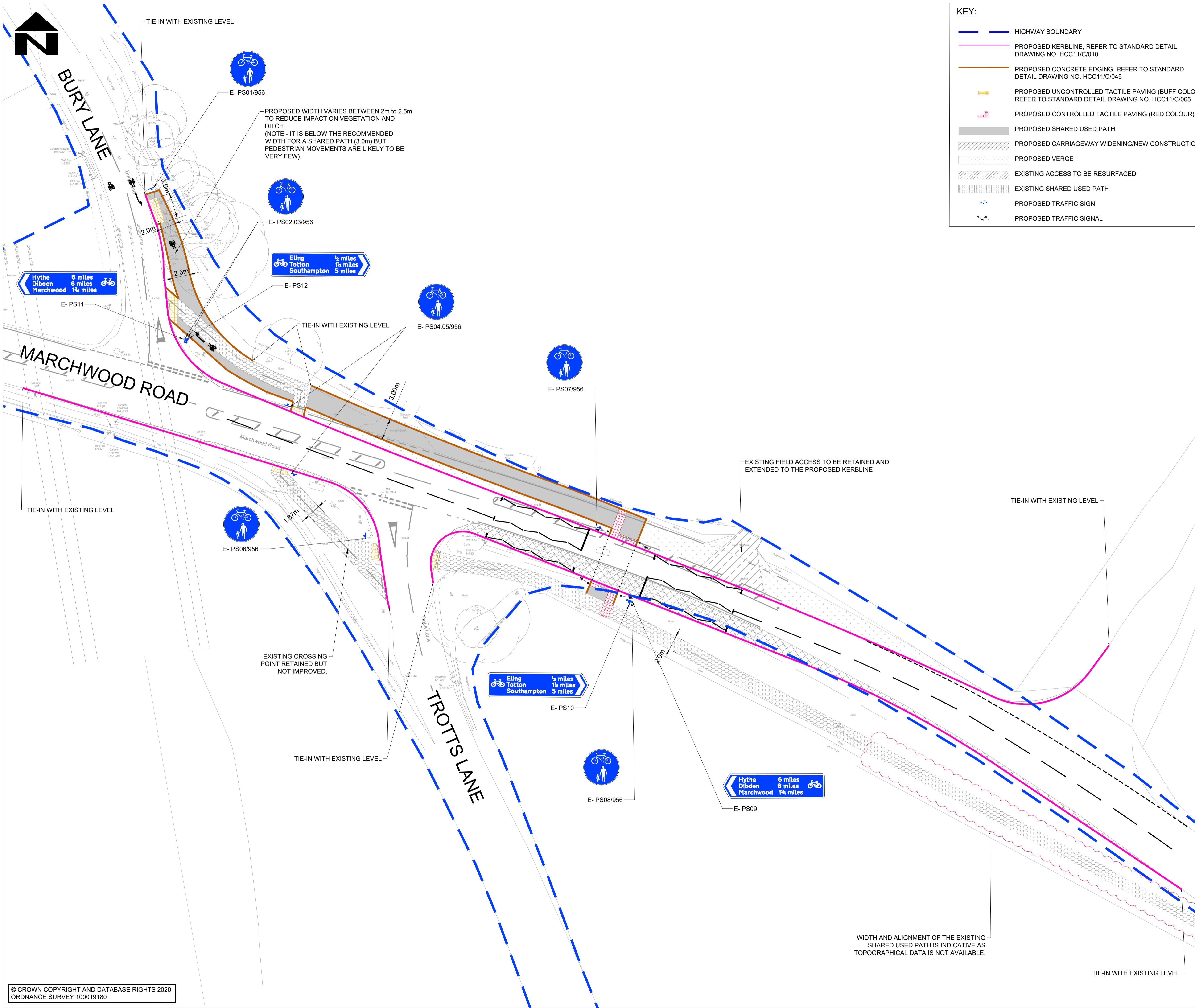
Due regard in this context involves having due regard in particular to:

- 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 included within this decision has been assessed to have a neutral impact on most groups with protected characteristics and a positive impact on disabled users and older users. These positive impacts arise from the scheme providing improved cycling and walking infrastructure leading to people having greater accessibility to these features. This will enable and promote greater accessibility within local areas and further afield. The improved cycle and pedestrian infrastructure will deliver a positive impact for Hampshire residents and choices for active travel that benefit health and wellbeing.

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KEY:

- HIGHWAY BOUNDARY
- PROPOSED KERBLINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010
- PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045
- PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065
- PROPOSED CONTROLLED TACTILE PAVING (RED COLOUR)
- PROPOSED SHARED USED PATH
- PROPOSED CARRIAGEWAY WIDENING/NEW CONSTRUCTION
- PROPOSED VERGE
- EXISTING ACCESS TO BE RESURFACED
- EXISTING SHARED USED PATH
- + PROPOSED TRAFFIC SIGN
- + PROPOSED TRAFFIC SIGNAL

- NOTES**
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 2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 3. THIS IS A PRELIMINARY DESIGN AND SHALL NOT BE USED FOR CONSTRUCTION.
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 6. NEW CROSSING REQUIRES LIGHTING. LIGHTING PROPOSAL TO BE FINALIZED AT LATER DESIGN STAGE.
 7. EXISTING ROAD MARKINGS TO BE REMOVED BEFORE LAYING NEW ROAD MARKINGS ONLY IN THE AREAS WHERE NEW ROAD MARKINGS ARE PROPOSED.
 8. ALL ROAD MARKINGS TYPES/COLOURS & DIMENSIONS SHALL BE IN ACCORDANCE WITH TSRGD 2016 AND SUBSEQUENT AMENDMENTS.
 9. ALL PROPOSED MARKINGS TO TIE-IN WITH EXISTING MARKINGS.
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction	Live Traffic & Utilities Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning	None
Use	None
Decommissioning / Demolition	None

Design Plan updated and addition of Topo				
P03	KM	AS	AC	17.08.21
Wayfinder sign added				
P02	KM	AS	AC	21.06.21
For Preliminary Design submission				
P01	KM	AS	AC	12.02.21
First Issue				
Rev	Drawn / Des	Checked	Approved	Date

Description				Subtality
FOR REVIEW & COMMENT				S3

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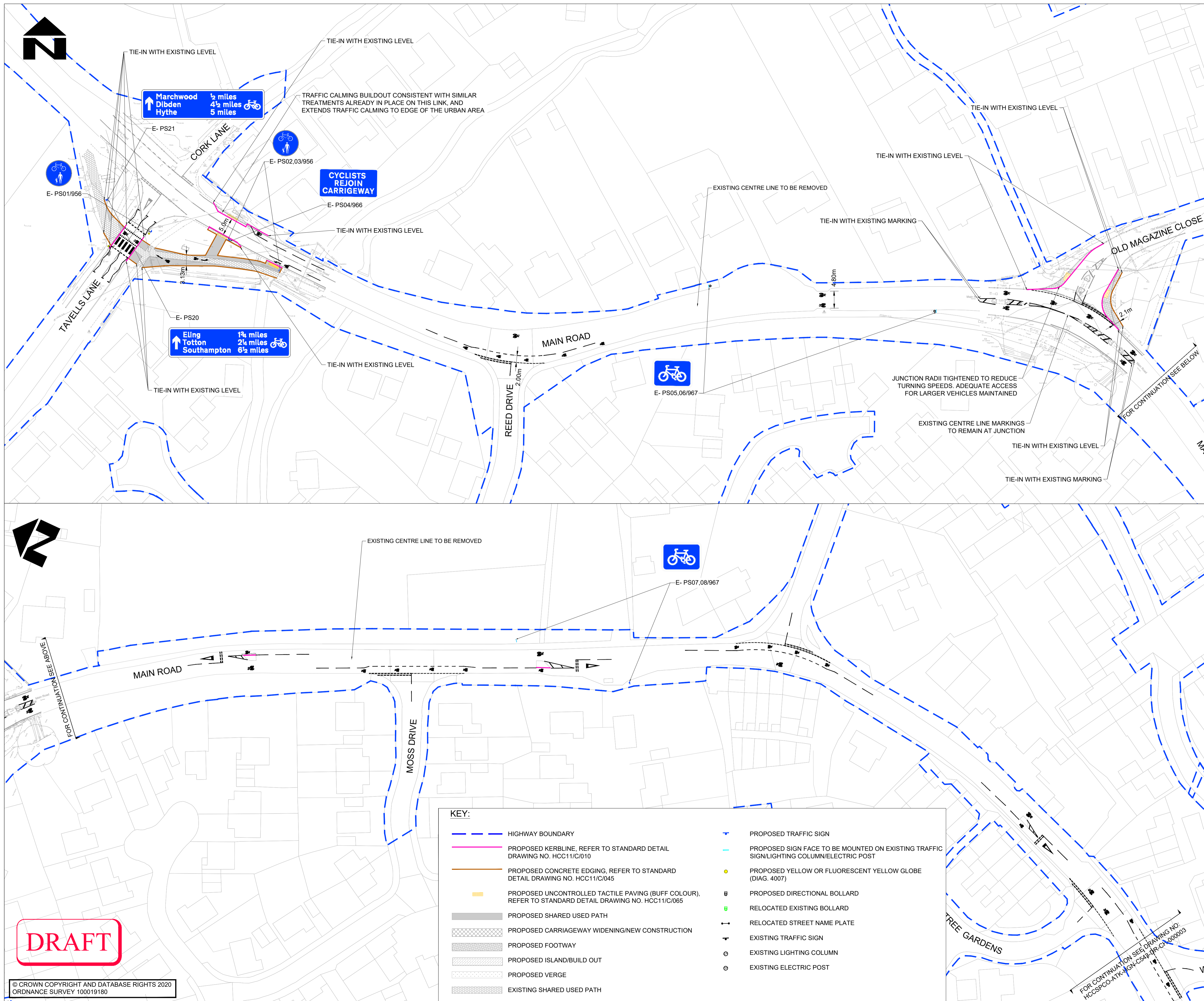
STUART JARVIS BSc DipTP FCIBT MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
**ELING TO FAWLEY CYCLEWAY
TRANSFORMING CITIES TRANCHE 2**

Drawing Title
**SECTION A
BURY LANE PROPOSALS**

Scale	1:250	Designed / Drawn	KM	Checked	AS	Approved	AC	Authorised	-
Original Size	A1	Date	17.08.21	Date	17.08.21	Date	17.08.21	Date	-
Drawing Number	Project		Originator	Volume		Job No.		5198362	
HCCSPCO-ATK-HGN-C543-DR-CH-000001		Revision		P03					
Location	Type	Role	Number						

WIDTH AND ALIGNMENT OF THE EXISTING SHARED USED PATH IS INDICATIVE AS TOPOGRAPHICAL DATA IS NOT AVAILABLE.



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Maintenance / Cleaning	None	

Use	None
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Decommissioning / Demolition	None
------------------------------	------

P04	KM	AS	AC	18.08.21
Design plan updated and addition of Topo				
P03	KM	AS	AC	21.06.21
Road marking updated and Wayfinder sign added				
P02	KM	AS	AC	19.02.21
Note updated & annotation added				
P01	KM	AS	AC	19.02.21
First Issue				

Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status	Subtality
WORK IN PROGRESS	S0

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Client
Hampshire Engineering
County Council

STUART JARVIS BSc DipTP FCIM MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
**ELING TO FAWLEY CYCLEWAY
TRANSFORMING CITIES TRANCHE 2**

Drawing Title
SECTION B - MARCHWOOD PROPOSALS

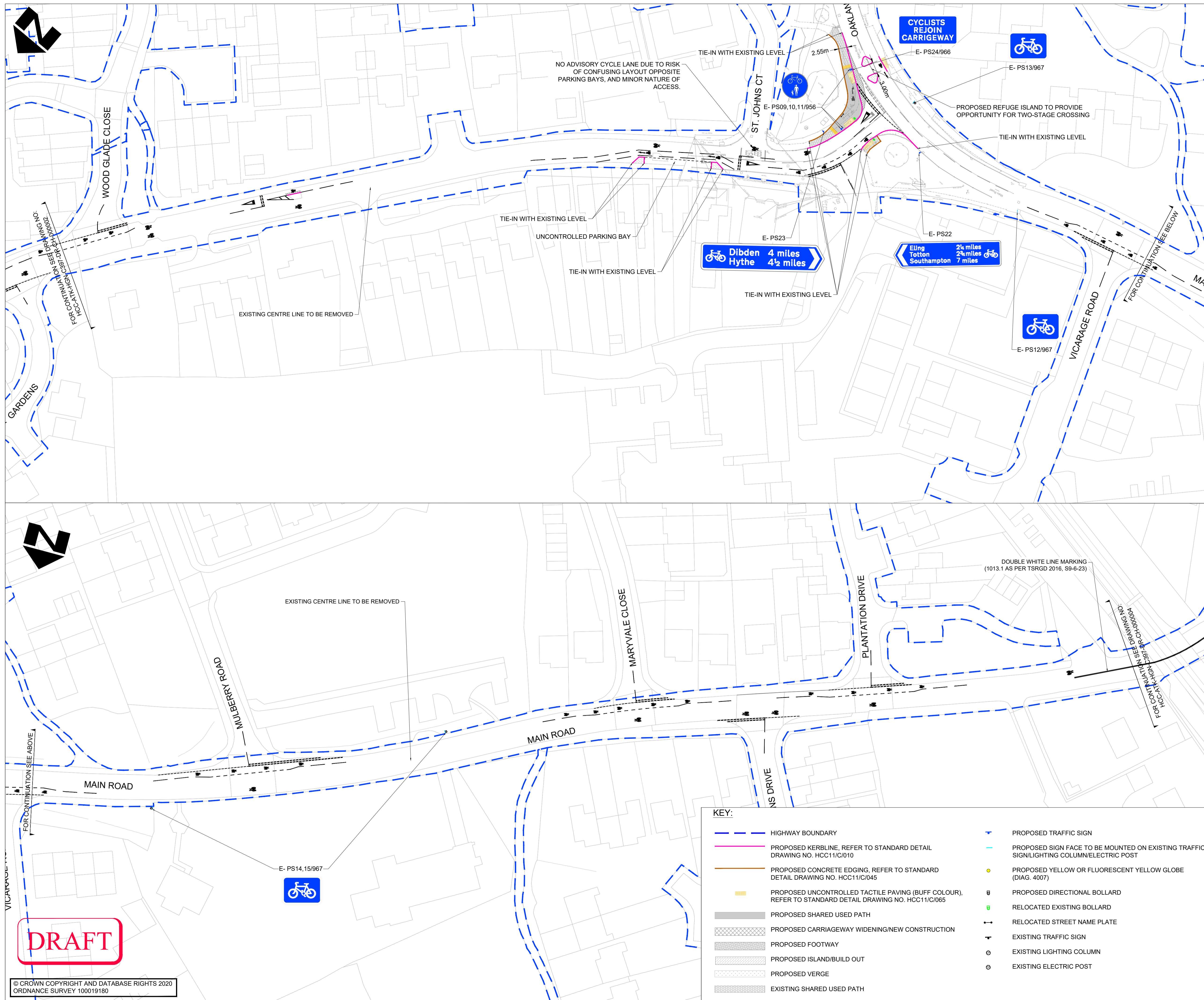
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Drawing Number	Project		Originator	Volume		Job No.		5198362	
HCCSPCO-ATK-HGN-C543-DR-CH-000002		Revision		P04		Location		Type	
Role		Number							

KEY:

	HIGHWAY BOUNDARY		PROPOSED TRAFFIC SIGN
	PROPOSED KERBLINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010		PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN/ELECTRIC POST
	PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045		PROPOSED YELLOW OR FLUORESCENT YELLOW GLOBE (DIAG. 4007)
	PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED DIRECTIONAL BOLLARD
	PROPOSED SHARED USED PATH		RELOCATED EXISTING BOLLARD
	PROPOSED CARRIAGEWAY WIDENING/NEW CONSTRUCTION		RELOCATED STREET NAME PLATE
	PROPOSED FOOTWAY		EXISTING TRAFFIC SIGN
	PROPOSED ISLAND/BUILD OUT		EXISTING LIGHTING COLUMN
	PROPOSED VERGE		EXISTING ELECTRIC POST
	EXISTING SHARED USED PATH		

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 Live Traffic & Utilities
 Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.

Maintenance / Cleaning
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Use
 None

Decommissioning / Demolition
 None

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First Issue				

Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status: **FOR REVIEW & COMMENT** Suitability: **S3**

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Client: **Hampshire County Council** **Engineering CONSULTANTS**

STUART JARVIS BSc DipTP FCIM MRTP Director of Economy, Transport & Environment

Project Title: **ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES TRANCHE 2**

Drawing Title: **SECTION B - MARCHWOOD PROPOSALS**

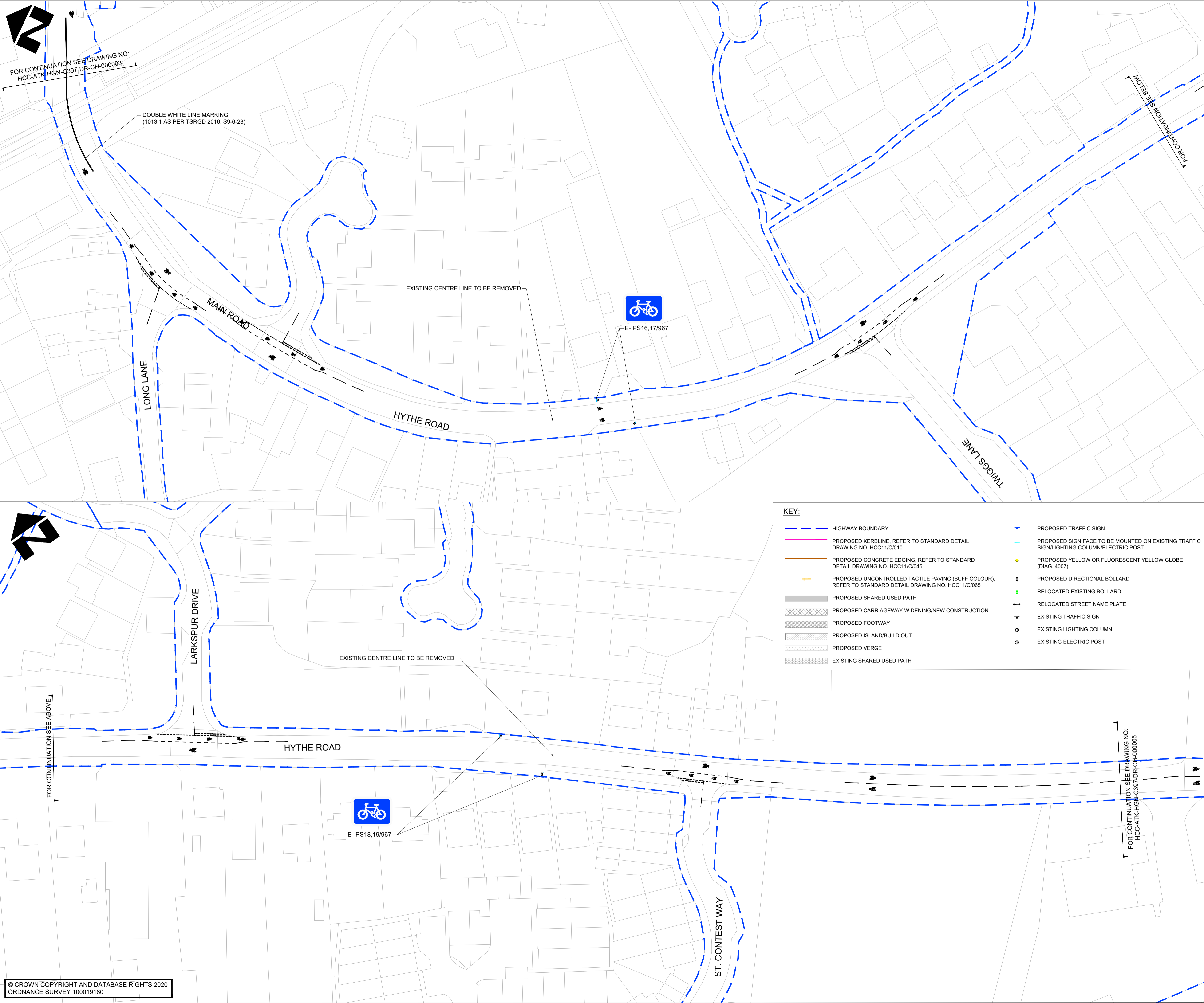
Scale	Designed / Drawn	Checked	Approved	Authorised
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Original Size	Date	Date	Date	Date
A1	18.08.21	18.08.21	18.08.21	-
Drawing Number	Project	Originator	Volume	Job No.
HCCSPCO-ATK-HGN-C543-DR-CH-000003				5198362
Location	Type	Role	Number	Revision
				P04

KEY:

	HIGHWAY BOUNDARY		PROPOSED TRAFFIC SIGN
	PROPOSED KERBLINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010		PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN/ELECTRIC POST
	PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045		PROPOSED YELLOW OR FLUORESCENT YELLOW GLOBE (DIAG. 4007)
	PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED DIRECTIONAL BOLLARD
	PROPOSED SHARED USED PATH		RELOCATED EXISTING BOLLARD
	PROPOSED CARRIAGEWAY WIDENING/NEW CONSTRUCTION		RELOCATED STREET NAME PLATE
	PROPOSED FOOTWAY		EXISTING TRAFFIC SIGN
	PROPOSED ISLAND/BUILD OUT		EXISTING LIGHTING COLUMN
	PROPOSED VERGE		EXISTING ELECTRIC POST
	EXISTING SHARED USED PATH		

DRAFT

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 ORDANCE SURVEY 100019180



FOR CONTINUATION SEE DRAWING NO:
HCC-ATK-HGN-C397-DR-CH-000003

FOR CONTINUATION SEE BELOW

FOR CONTINUATION SEE ABOVE

FOR CONTINUATION SEE DRAWING NO:
HCC-ATK-HGN-C397-DR-CH-000005

KEY:

HIGHWAY BOUNDARY	PROPOSED TRAFFIC SIGN
PROPOSED KERBLINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010	PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGNALIGHTING COLUMN/ELECTRIC POST
PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045	PROPOSED YELLOW OR FLUORESCENT YELLOW GLOBE (DIAG. 4007)
PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED DIRECTIONAL BOLLARD
PROPOSED SHARED USED PATH	RELOCATED EXISTING BOLLARD
PROPOSED CARRIAGEWAY WIDENING/NEW CONSTRUCTION	RELOCATED STREET NAME PLATE
PROPOSED FOOTWAY	EXISTING TRAFFIC SIGN
PROPOSED ISLAND/BUILD OUT	EXISTING LIGHTING COLUMN
PROPOSED VERGE	EXISTING ELECTRIC POST
EXISTING SHARED USED PATH	

- NOTES**
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction	Live Traffic & Utilities	Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning	None	

Use	None
-----	------

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

P04	KM	AS	AC	18.08.21
Design plan updated and addition of Topo				
P03	KM	AS	AC	21.06.21
Road marking updated and Wayfinder sign added				
P02	KM	AS	AC	19.02.21
Note updated & annotation added				
P01	KM	AS	AC	19.02.21
First Issue				

Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status	S3
FOR REVIEW & COMMENT	

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Client
Hampshire County Council **Engineering CONSULTANTS**

STUART JARVIS BSc DipTP FCITM MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES TRANCHE 2

Drawing Title
SECTION B - MARCHWOOD PROPOSALS

Scale	1:500	Designed / Drawn	KM	Checked	AS	Approved	AC	Authorised	-
Original Size	A1	Date	18.08.21	Date	18.08.21	Date	18.08.21	Date	-
Drawing Number	Project		Originator		Volume		Job No.		
HCCSPCO-ATK-HGN-C543-DR-CH-000004							5198362		
Location	Type	Role	Number	Revision					
				P04					

EXISTING CENTRE LINE MARKINGS TO BE REMOVED

PERMANENT ROAD SAFETY POSTER ADVISING SAFE PASSING OF CYCLIST. DETAIL TO BE CONFIRMED.



E- PS02,03/967

HYTHE ROAD/MAIN ROAD

A326 MARCHWOOD BYPASS

LINK DESIGN FOCUSED ON MEASURES TO IMPROVE OVERTAKING PRACTICE, INCLUDING:

- PERMANENT ROAD SAFETY POSTER ADVISING SAFE PASSING OF CYCLISTS, AND
- REMOVED, DASHED AND SOLID CENTRE LINES TO ADVISE USERS ON SAFE OVERTAKING LOCATIONS.

NOTES

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Construction	None
Live Traffic & Utilities	Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning	None
Use	None
Decommissioning / Demolition	None

P04	KM	PS	DD	16.09.2021
P03	KM	PS	DD	08.09.2021
P02	KM	AS	AC	21.06.2021
P01	KM	AS	AC	02.03.2021

Rev	Drawn / Des	Checked	Approved	Date

FOR REVIEW & COMMENT S3

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Client
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County Council

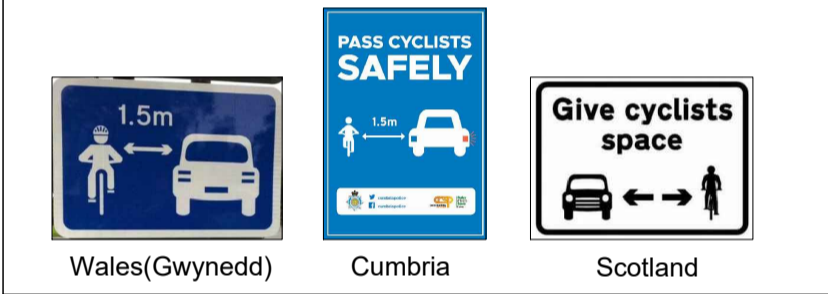
STUART JARVIS BSc DipTP FCIHT MRPPL DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES FUND TRANCHE 2

Drawing Title
SECTION C SOUTH OF MARCHWOOD PROPOSALS

Scale	1:500	Designed / Drawn	KM	Checked	PS	Approved	DD	Authorised	-
Original Size	A1	Date	16.09.2021	Date	16.09.2021	Date	16.09.2021	Date	-
Drawing Number	HCCSPCO-ATK-HGN-C543-DR-CH-000005			Job No.	5198362		Revision	P04	

Examples of road safety posters and advisory signage to discourage close passing of cycles



EXISTING CENTRE LINE MARKINGS TO BE REMOVED

PERMANENT ROAD SAFETY POSTER ADVISING SAFE PASSING OF CYCLIST. DETAIL TO BE CONFIRMED.



E- PS04,05/967

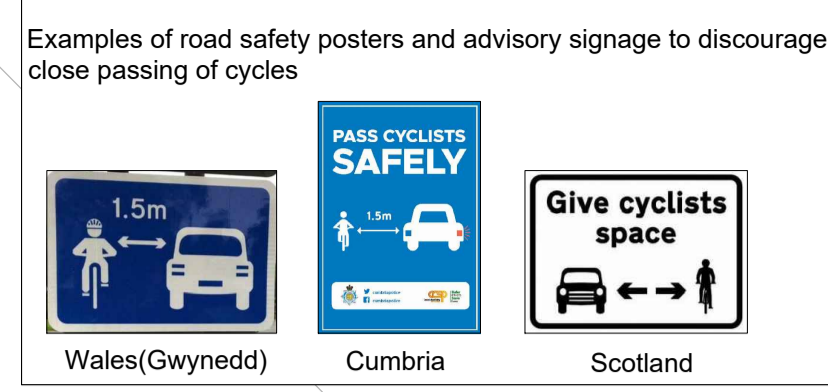
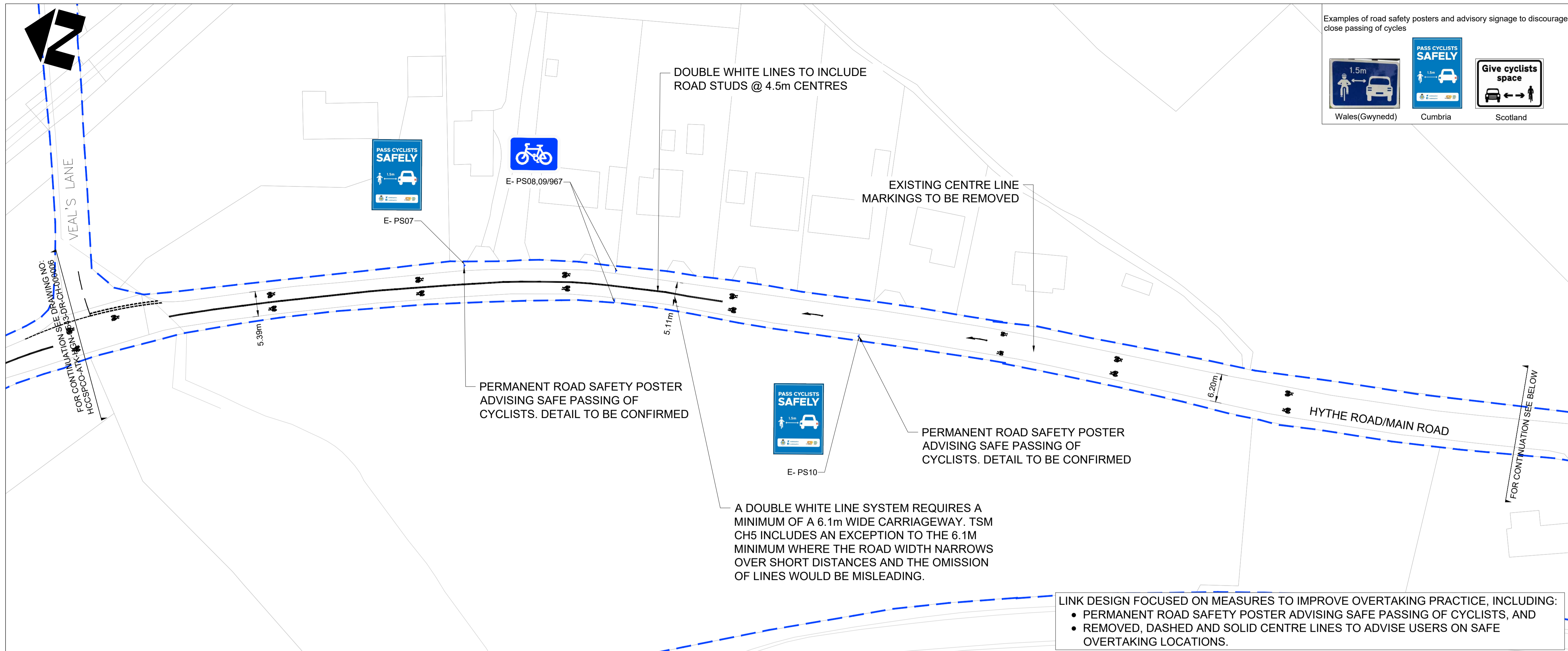
HYTHE ROAD/MAIN ROAD

A326 MARCHWOOD BYPASS

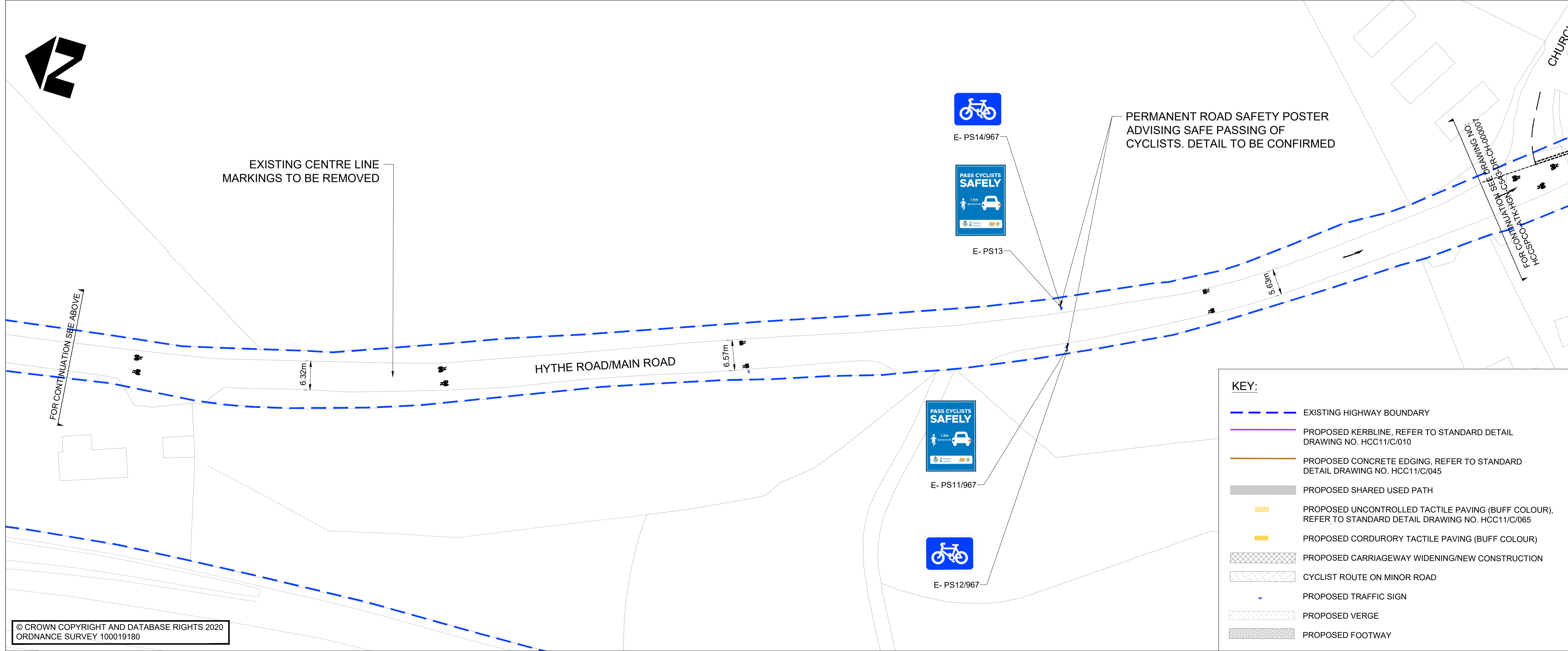
DOUBLE WHITE LINES TO INCLUDE ROAD STUDS @ 4.5m CENTRES

KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED KERBLINE. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010
- PROPOSED CONCRETE EDGING. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045
- PROPOSED SHARED USED PATH
- PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065
- PROPOSED CORDURORY TACTILE PAVING (BUFF COLOUR)
- PROPOSED CARRIAGEWAY WIDENING/NEW CONSTRUCTION
- CYCLIST ROUTE ON MINOR ROAD
- PROPOSED TRAFFIC SIGN
- PROPOSED VERGE
- PROPOSED FOOTWAY



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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Construction	Live Traffic & Utilities	Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning	None	

Use	None
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Decommissioning / Demolition	None
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P04	KM	PS	DD	16.09.2021
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Sign faces & Note updated	P03	KM	PS	DD	08.09.21
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Road Marking and Sign faces updated	P02	KM	AS	AC	21.06.21
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For Preliminary Design submission	P01	KM	AS	AC	02.03.21
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First Issue	Rev	Drawn / Des	Checked	Approved	Date
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Description	Drawing Status	Suitability
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FOR REVIEW & COMMENT	S3
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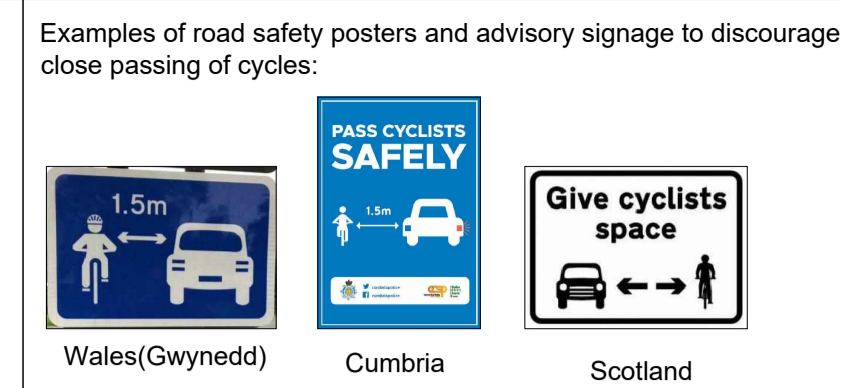
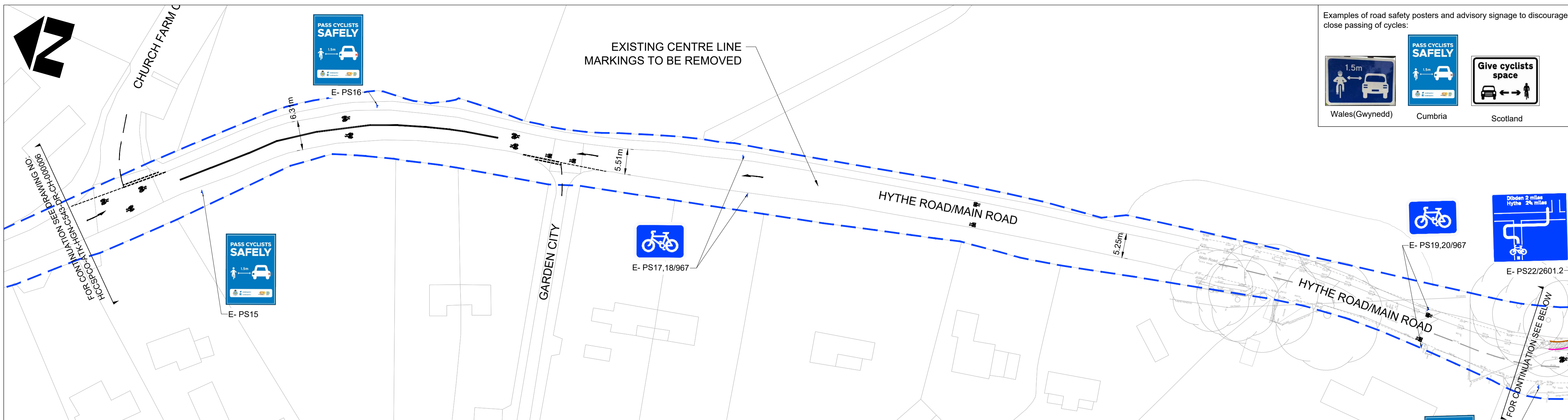
Hampshire Engineering
County Council CONSULTANT

STUART JARVIS BSc DipTP FCIM MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES FUND TRANCHE 2

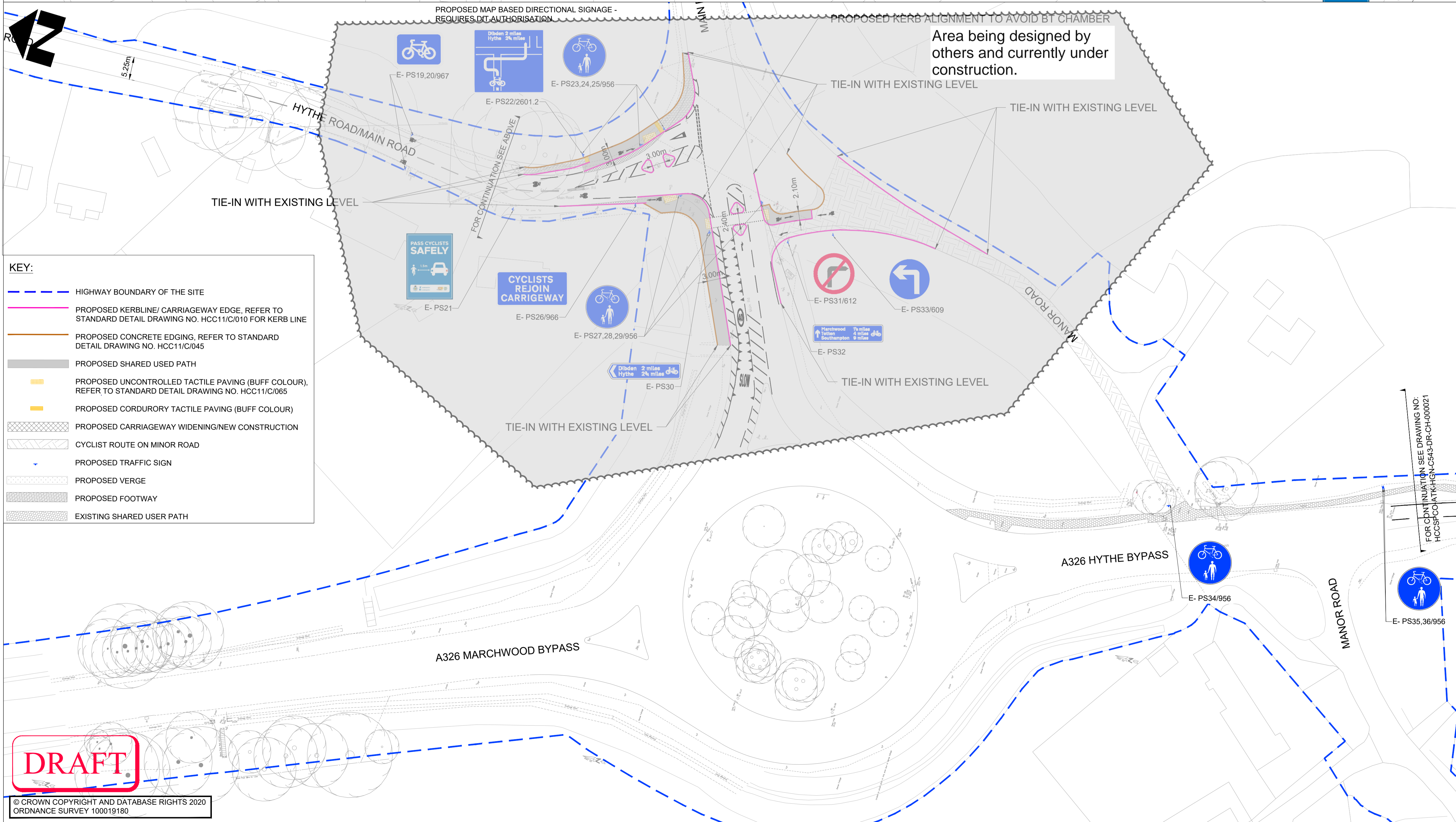
Drawing Title
SECTION C SOUTH OF MARCHWOOD PROPOSALS

Scale	1:500	Designed / Drawn	KM	Checked	PS	Approved	DD	Authorised	-
Original Size	A1	Date	16.09.2021	Date	16.09.2021	Date	16.09.2021	Date	-
Drawing Number	Project		Originator	Volume		Job No.		5198362	
	HCCSPCO-ATK-HGN-C543-DR-CH-000006					Revision		P04	
Location	Type	Role	Number						



NOTES

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KEY:

- HIGHWAY BOUNDARY OF THE SITE
- PROPOSED KERBLINE/ CARRIAGEWAY EDGE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010 FOR KERB LINE
- PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045
- PROPOSED SHARED USED PATH
- PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065
- PROPOSED CORDURORY TACTILE PAVING (BUFF COLOUR)
- PROPOSED CARRIAGEWAY WIDENING/NEW CONSTRUCTION
- CYCLIST ROUTE ON MINOR ROAD
- PROPOSED TRAFFIC SIGN
- PROPOSED VERGE
- PROPOSED FOOTWAY
- EXISTING SHARED USER PATH

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction
Live Traffic & Utilities
Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.

Maintenance / Cleaning
None

Use
None

Decommissioning / Demolition
None

P04	KM	PS	DD	16.09.2021
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Sign faces & Note updated

P03	KM	PS	DD	08.09.2021
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Road Marking and Sign faces updated

P02	KM	AS	AC	21.06.2021
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For Preliminary Design submission

P01	KM	AS	AC	02.03.2021
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First Issue

Rev	Drawn / Des	Checked	Approved	Date
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Description

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Subtability
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STUART JARVIS BSc DipTP FCIM MRTP DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES FUND TRANCHE 2

Drawing Title
SECTION C SOUTH OF MARCHWOOD PROPOSALS

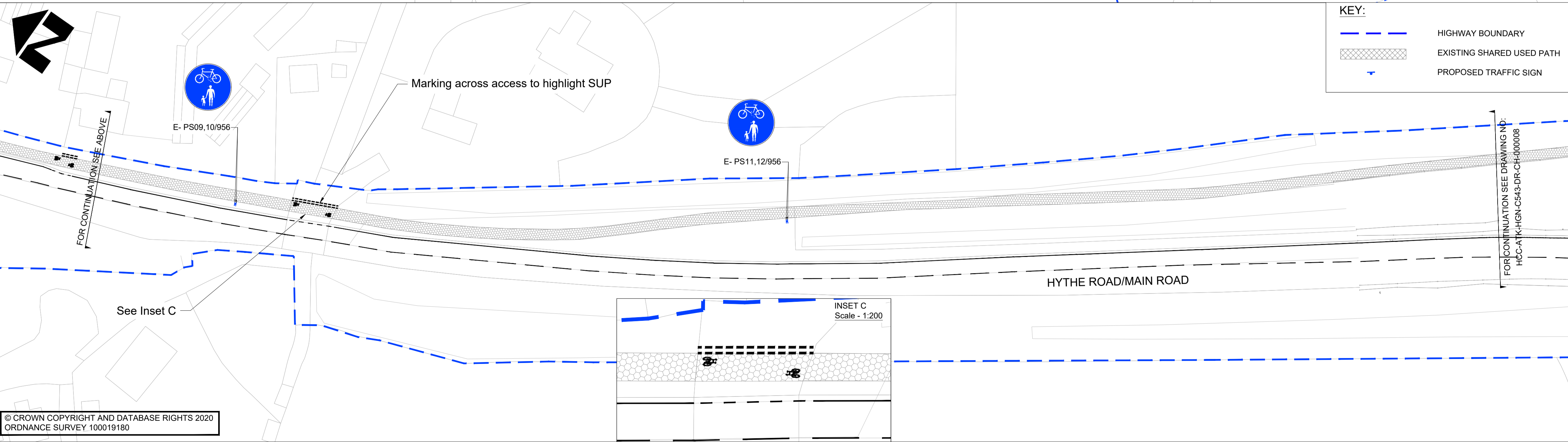
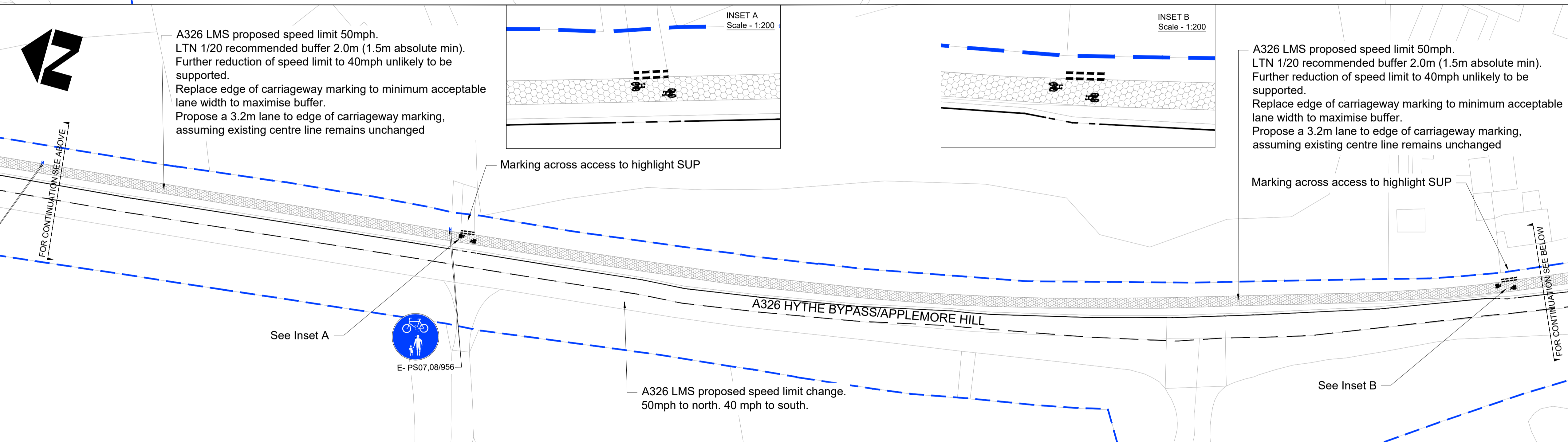
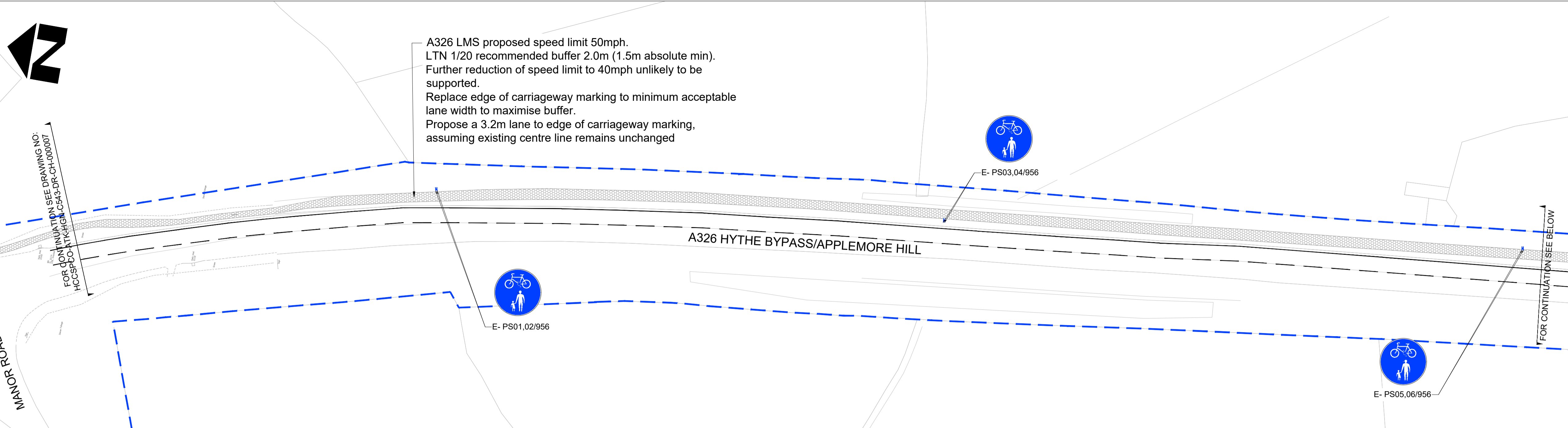
Scale	Designed / Drawn	Checked	Approved	Authorised
1:500	KM	PS	DD	-
Original Size	Date	Date	Date	Date
A1	16.09.2021	16.09.2021	16.09.2021	-

Drawing Number	Project	Originator	Volume	Job No.
HCCSPCO-ATK-HGN-C543-DR-CH-000007				5198362

Location	Type	Role	Number	Revision
				P04

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Construction	Live Traffic & Utilities Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning	None
Use	None
Decommissioning / Demolition	None

P03	KM	AS	AC	18.08.21
Addition of Highway boundary				
P02	KM	AS	AC	21.06.21
For Preliminary Design submission				
P01	KM	AS	AC	10.05.21
First Issue				
Rev	Drawn / Des	Checked	Approved	Date

FOR REVIEW & COMMENT S3

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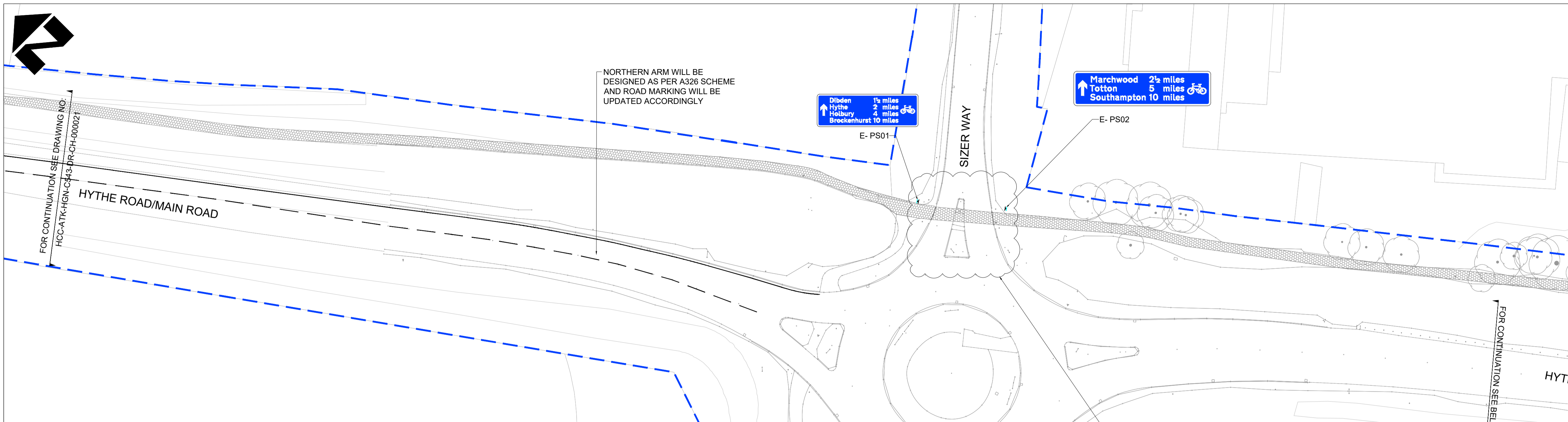
Hampshire County Council **Engineering CONSULTANTS**

STUART JARVIS BSc DipTP FCIT MRTP DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES FUND TRANCHE 2

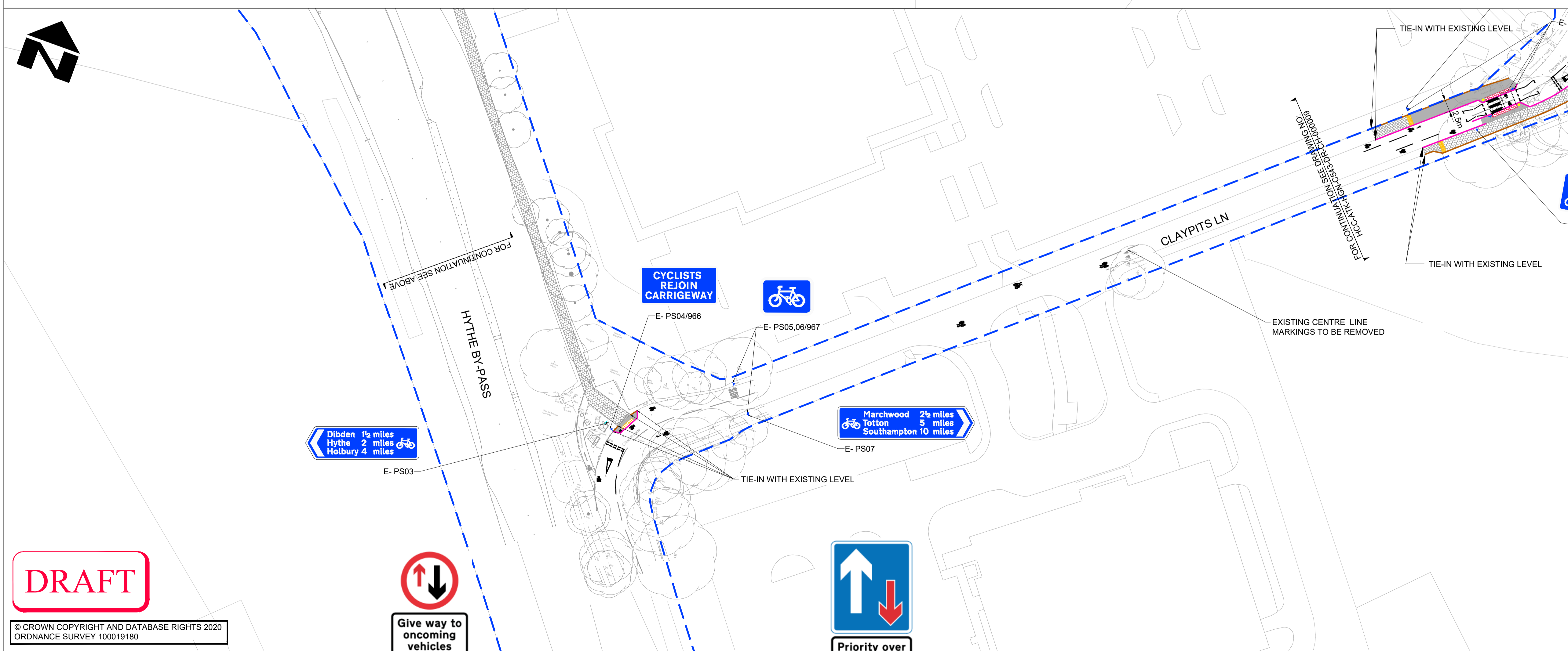
Drawing Title
SECTION D - A326 APPLEMORE HILL PROPOSAL

Scale	1:500	Designed / Drawn	KM	Checked	AS	Approved	AC	Authorised	-
Original Size	Date	Date	Date	Date	Date	Date	Date	Date	Date
	18.08.2021	18.08.2021	18.08.2021	18.08.2021	18.08.2021	18.08.2021	18.08.2021	18.08.2021	18.08.2021
Drawing Number	Project		Originator		Volume		Job No.		
	HCCSPCO-ATK-HGN-C543-DR-CH-000021		HCCSPCO-ATK-HGN-C543-DR-CH-000021		HCCSPCO-ATK-HGN-C543-DR-CH-000021		5198362		
Location	Type	Role	Number	Revision					
				P03					



KEY:

	HIGHWAY BOUNDARY		PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN		PROPOSED VERGE
	PROPOSED KERB LINE. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010		PROPOSED ENSIGN BOLLARD		PROPOSED CYCLE DEMARCATION BLOCK
	PROPOSED CONCRETE EDGING. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045		PROPOSED DIRECTIONAL BOLLARD		PROPOSED ISLAND/BARRIER
	PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)		PROPOSED CARRIAGEWAY WIDENING
	PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED TRAFFIC BOLLARD		PROPOSED BUS SHELTER
	PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED CYCLE LANE		PROPOSED BOARDING STRIP
	PROPOSED CORDUROY TACTILE PAVING		PROPOSED SHARED USE PATH		PROPOSED TRAFFIC SIGNAL
	PROPOSED TRAFFIC SIGN		PROPOSED FOOTWAY		RELOCATED STREET NAME PLATE
			EXISTING SHARED USE PATH		EXISTING TRAFFIC SIGN
					EXISTING LIGHTING COLUMN



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Construction
Live Traffic & Utilities
Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.

Maintenance / Cleaning
None

Rev	Drawn / Des	Checked	Approved	Date
P04.2	KM	-	-	10.09.21
P03	KM	AS	AC	23.06.21
P02	KM	AS	AC	26.03.21
P01	KM	AS	AC	25.03.21

Rev	Drawn / Des	Checked	Approved	Date
P04.2	KM	-	-	10.09.21
P03	KM	AS	AC	23.06.21
P02	KM	AS	AC	26.03.21
P01	KM	AS	AC	25.03.21

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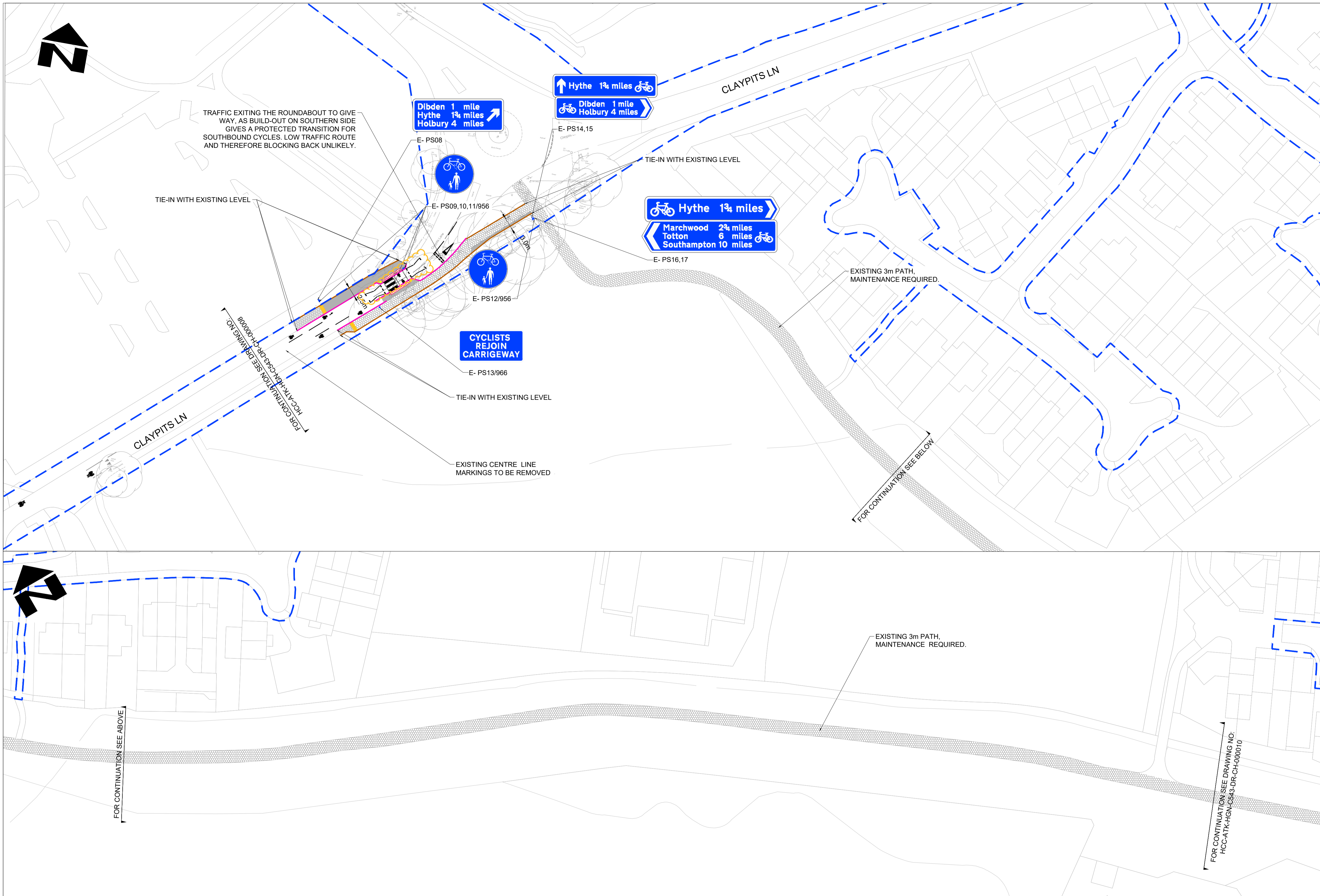
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**ELING TO FAWLEY CYCLEWAY
TRANSFORMING CITIES TRANCHE 2**

Scale	Designed / Drawn	Checked	Approved	Authorised
1:500	KM	-	-	-
Original Size	Date	Date	Date	Date
A1	10.09.21	-	-	-
Drawing Number	Project	Originator	Volume	Job No.
HCCSPCO-ATK-HGN-C543-DR-CH-000008				5198362
Location	Type	Role	Number	Revision
				P04.2



- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
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 - THIS IS A PRELIMINARY DESIGN AND SHALL NOT BE USED FOR CONSTRUCTION.
 - HEALTH AND SAFETY: THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE SITE. PLANS SHOWING APPROXIMATE LOCATIONS HAVE BEEN SUPPLIED BY THE SERVICE MANAGER.
 - EXISTING ROAD MARKINGS TO BE REMOVED BEFORE LAYING NEW ROAD MARKINGS ONLY IN THE AREAS WHERE NEW ROAD MARKINGS ARE PROPOSED.
 - ALL ROAD MARKINGS TYPES/COLOURS & DIMENSIONS SHALL BE IN ACCORDANCE WITH TSRGD 2016 AND SUBSEQUENT AMENDMENTS.
 - ANY PROPOSED IMPROVEMENT BEYOND HIGHWAY LAND BOUNDARY IS SUBJECT TO THE CONSENT OF LAND OWNER & APPROVAL OF OVERSEEING ORGANISATION.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction
 Live Traffic & Utilities
 Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.

Maintenance / Cleaning
 None

Use
 None

Decommissioning / Demolition
 None

P04.2	KM	-	-	10.09.21
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Design plan updated and addition of Topo

P03	KM	AS	AC	23.06.21
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For Preliminary Design submission

P02	KM	AS	AC	26.03.21
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Update in markings & annotations added

P01	KM	AS	AC	25.03.21
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First Issue

Rev	Drawn / Des	Checked	Approved	Date

Description

Drawing Status	Subtality
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WORK IN PROGRESS S0

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Client
Hampshire Engineering
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Project Title
**ELING TO FAWLEY CYCLEWAY
 TRANSFORMING CITIES TRANCHE 2**

Drawing Title
**SECTION E - HYTHE PROPOSALS
 (SHEET 2 OF 11)**

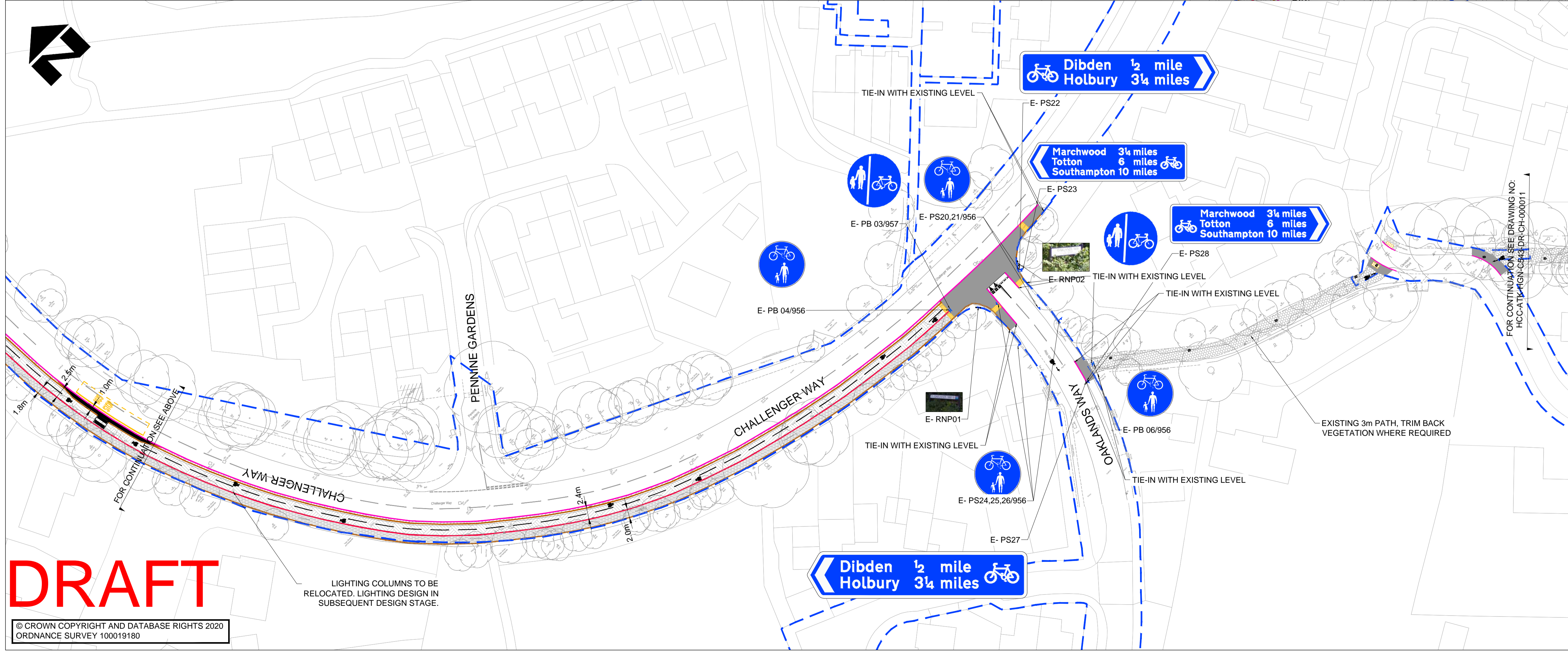
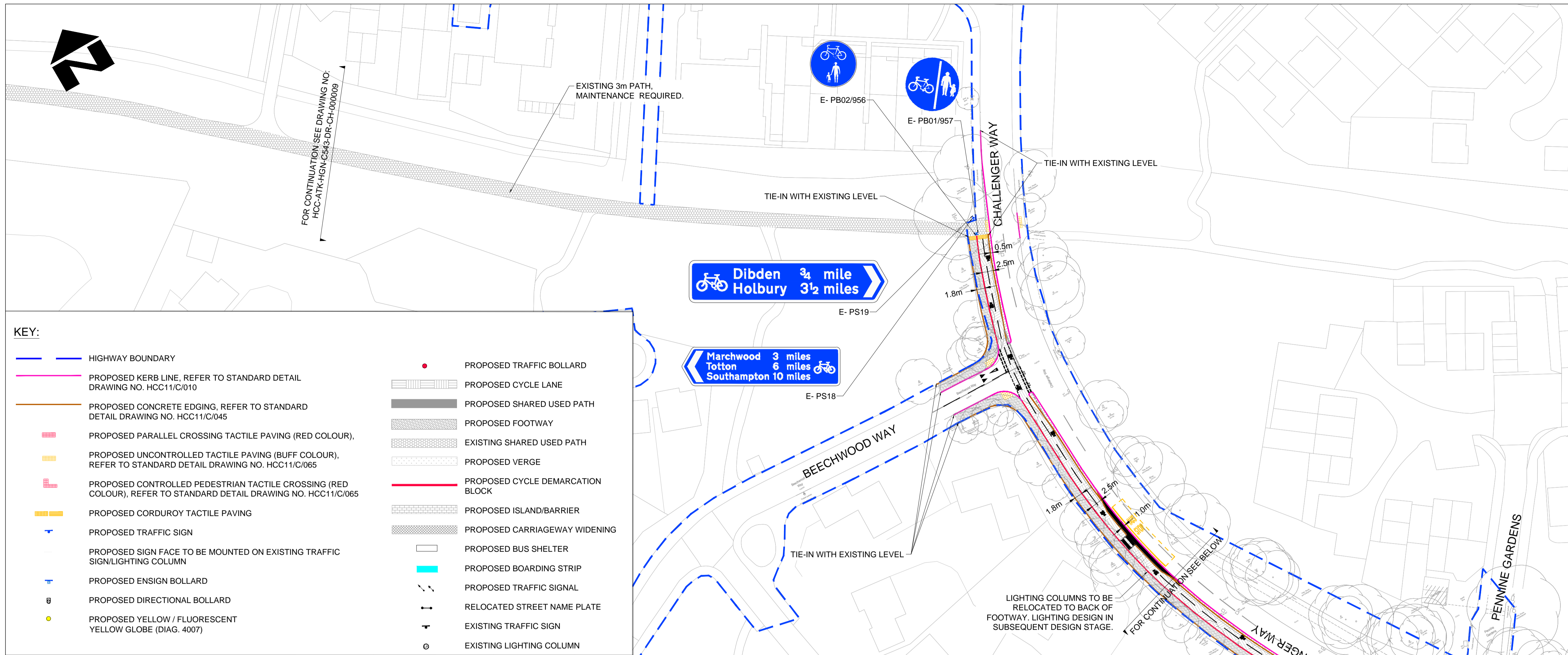
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Original Size	Date	Date	Date	Date
A1	10.09.21	-	-	-
Drawing Number	Project	Originator	Volume	Job No.
HCCSPCO-ATK-HGN-C543-DR-CH-000009				5198362
Location	Type	Role	Number	Revision
				P04.2

KEY:

HIGHWAY BOUNDARY	PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN	PROPOSED VERGE
PROPOSED KERB LINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010	PROPOSED ENSIGN BOLLARD	PROPOSED CYCLE DEMARCATION BLOCK
PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045	PROPOSED DIRECTIONAL BOLLARD	PROPOSED ISLAND/BARRIER
PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)	PROPOSED CARRIAGEWAY WIDENING
PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED TRAFFIC BOLLARD	PROPOSED BUS SHELTER
PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED CYCLE LANE	PROPOSED BOARDING STRIP
PROPOSED CORDUROY TACTILE PAVING	PROPOSED SHARED USE PATH	PROPOSED TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGN	PROPOSED FOOTWAY	RELOCATED STREET NAME PLATE
	EXISTING SHARED USE PATH	EXISTING TRAFFIC SIGN
		EXISTING LIGHTING COLUMN

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 - ANY PROPOSED IMPROVEMENT BEYOND HIGHWAY LAND BOUNDARY IS SUBJECT TO THE CONSENT OF LAND OWNER & APPROVAL OF OVERSEEING ORGANISATION.

KEY:

	HIGHWAY BOUNDARY		PROPOSED TRAFFIC BOLLARD
	PROPOSED KERB LINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010		PROPOSED CYCLE LANE
	PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045		PROPOSED SHARED USED PATH
	PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR),		PROPOSED FOOTWAY
	PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		EXISTING SHARED USED PATH
	PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED VERGE
	PROPOSED CORDUROY TACTILE PAVING		PROPOSED CYCLE DEMARCATION BLOCK
	PROPOSED TRAFFIC SIGN		PROPOSED ISLAND/BARRIER
	PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN		PROPOSED CARRIAGEWAY WIDENING
	PROPOSED ENSIGN BOLLARD		PROPOSED BOARDING STRIP
	PROPOSED DIRECTIONAL BOLLARD		PROPOSED TRAFFIC SIGNAL
	PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)		RELOCATED STREET NAME PLATE
			EXISTING TRAFFIC SIGN
			EXISTING LIGHTING COLUMN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction
Live Traffic & Utilities
Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning
None

Use
None

Decommissioning / Demolition
None

P04.3	AW	-	-	10.03.22
P04.2	KM	-	-	10.09.21
Design plan updated and addition of Topo				
P03	KM	AS	AC	23.06.21
For Preliminary Design submission				
P02	KM	AS	AC	26.03.21
Update in markings & annotations added				
Rev	Drawn / Des	Checked	Approved	Date

Description
Drawing Status
Subtability

WORK IN PROGRESS S0

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Client
Hampshire Engineering
County Council

STUART JARVIS BSc DipTP FCIM MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
**ELING TO FAWLEY CYCLEWAY
TRANSFORMING CITIES TRANCHE 2**

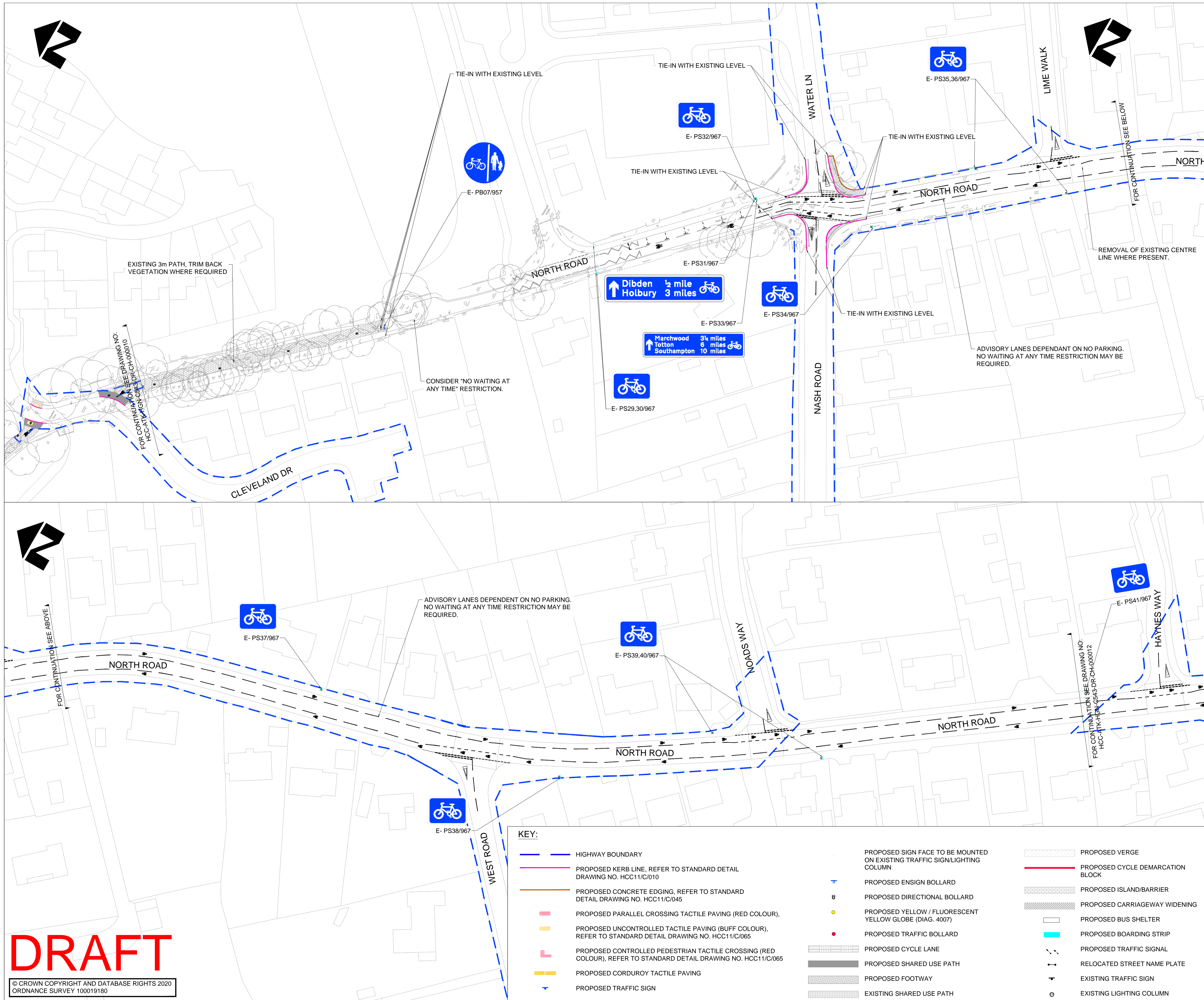
Drawing Title
**SECTION E - HYTHE PROPOSALS
(SHEET 3 OF 11)**

Scale	Designed / Drawn	Checked	Approved	Authorised
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Original Size	Date	Date	Date	Date
A1	10.09.21	-	-	-
Drawing Number	Project	Originator	Volume	Job No.
HCCSPCO-ATK-HGN-C543-DR-CH-0000010				5198362
Location	Type	Role	Number	Revision
				P04.3

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LIGHTING COLUMNS TO BE RELOCATED. LIGHTING DESIGN IN SUBSEQUENT DESIGN STAGE.



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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction	Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning	None

Use	None
Decommissioning / Demolition	None

P04.3	AW	-	-	10.03.22
Shared use path to either side of Cleveland Drive amended				
P04.2	KM	-	-	10.09.21
Design plan updated and addition of Topo				
P03	KM	AS	AC	23.06.21
For Preliminary Design submission				
P02	KM	AS	AC	26.03.21
Update in markings & annotations added				

Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status	WORK IN PROGRESS	Suitability	S0
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Hampshire Engineering
County Council

STUART JARVIS BSc DptP FCIMT MRTPi DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
**ELING TO FAWLEY CYCLEWAY
TRANSFORMING CITIES TRANCHE 2**

Drawing Title
**SECTION E - HYTHE PROPOSALS
(SHEET 4 OF 11)**

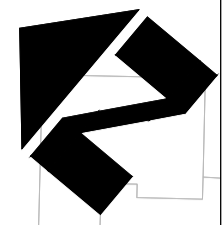
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Drawing Number	Project	Originator	Volume	Job No.		Revision		P04.3	
HCCSPCO-ATK-HGN-C543-DR-CH-0000011		HCC-ATK-HGN-C543-DR-CH-000010		5198362		P04.3			
Location	Type	Role	Number						

KEY:

HIGHWAY BOUNDARY	PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN	PROPOSED VERGE
PROPOSED KERB LINE. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010	PROPOSED ENSIGN BOLLARD	PROPOSED CYCLE DEMARCATION BLOCK
PROPOSED CONCRETE EDGING. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045	PROPOSED DIRECTIONAL BOLLARD	PROPOSED ISLAND/BARRIER
PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR).	PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)	PROPOSED CARRIAGEWAY WIDENING
PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR). REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED TRAFFIC BOLLARD	PROPOSED BUS SHELTER
PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR). REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED CYCLE LANE	PROPOSED BOARDING STRIP
PROPOSED CORDUROY TACTILE PAVING	PROPOSED SHARED USE PATH	PROPOSED TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGN	PROPOSED FOOTWAY	RELOCATED STREET NAME PLATE
	EXISTING SHARED USE PATH	EXISTING TRAFFIC SIGN
		EXISTING LIGHTING COLUMN

DRAFT

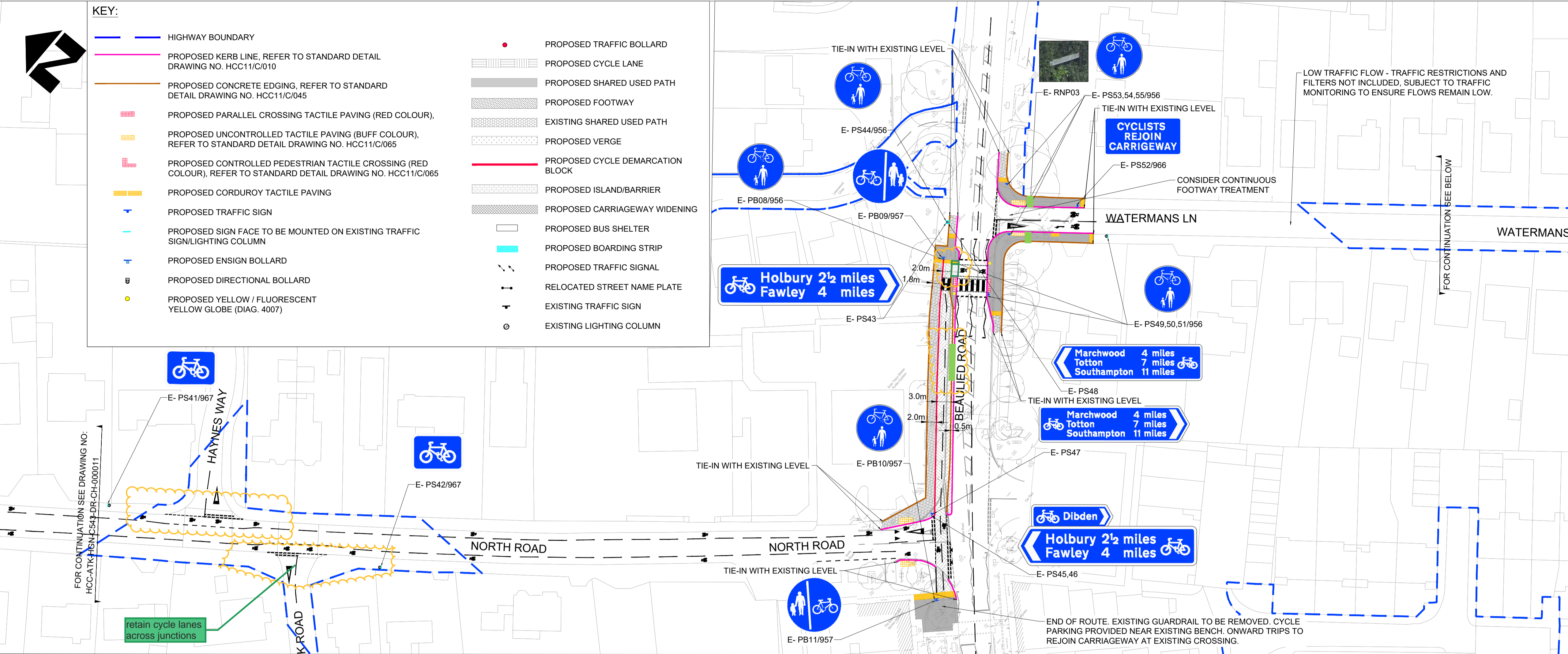
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KEY:

	HIGHWAY BOUNDARY		PROPOSED TRAFFIC BOLLARD
	PROPOSED KERB LINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010		PROPOSED CYCLE LANE
	PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045		PROPOSED SHARED USED PATH
	PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED FOOTWAY
	PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		EXISTING SHARED USED PATH
	PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED VERGE
	PROPOSED CORDUROY TACTILE PAVING		PROPOSED CYCLE DEMARCATION BLOCK
	PROPOSED TRAFFIC SIGN		PROPOSED ISLAND/BARRIER
	PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN		PROPOSED CARRIAGEWAY WIDENING
	PROPOSED ENSIGN BOLLARD		PROPOSED BUS SHELTER
	PROPOSED DIRECTIONAL BOLLARD		PROPOSED BOARDING STRIP
	PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)		PROPOSED TRAFFIC SIGNAL
			RELOCATED STREET NAME PLATE
			EXISTING TRAFFIC SIGN
			EXISTING LIGHTING COLUMN

- NOTES**
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction
Live Traffic & Utilities
Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.

Maintenance / Cleaning
None

Use	None
Decommissioning / Demolition	None

P04.2	KM	-	-	10.09.21
Design plan updated and addition of Topo				
P03	KM	AS	AC	23.06.21
For Preliminary Design submission				
P02	KM	AS	AC	26.03.21
Update in markings & annotations added				
P01	KM	AS	AC	25.03.21
First Issue				

Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status	WORK IN PROGRESS	Subtality	S0
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Client
Hampshire County Council **Engineering CONSULTANTS**

STUART JARVIS BSc DipTP FCIM MRTP Director of Economy, Transport & Environment

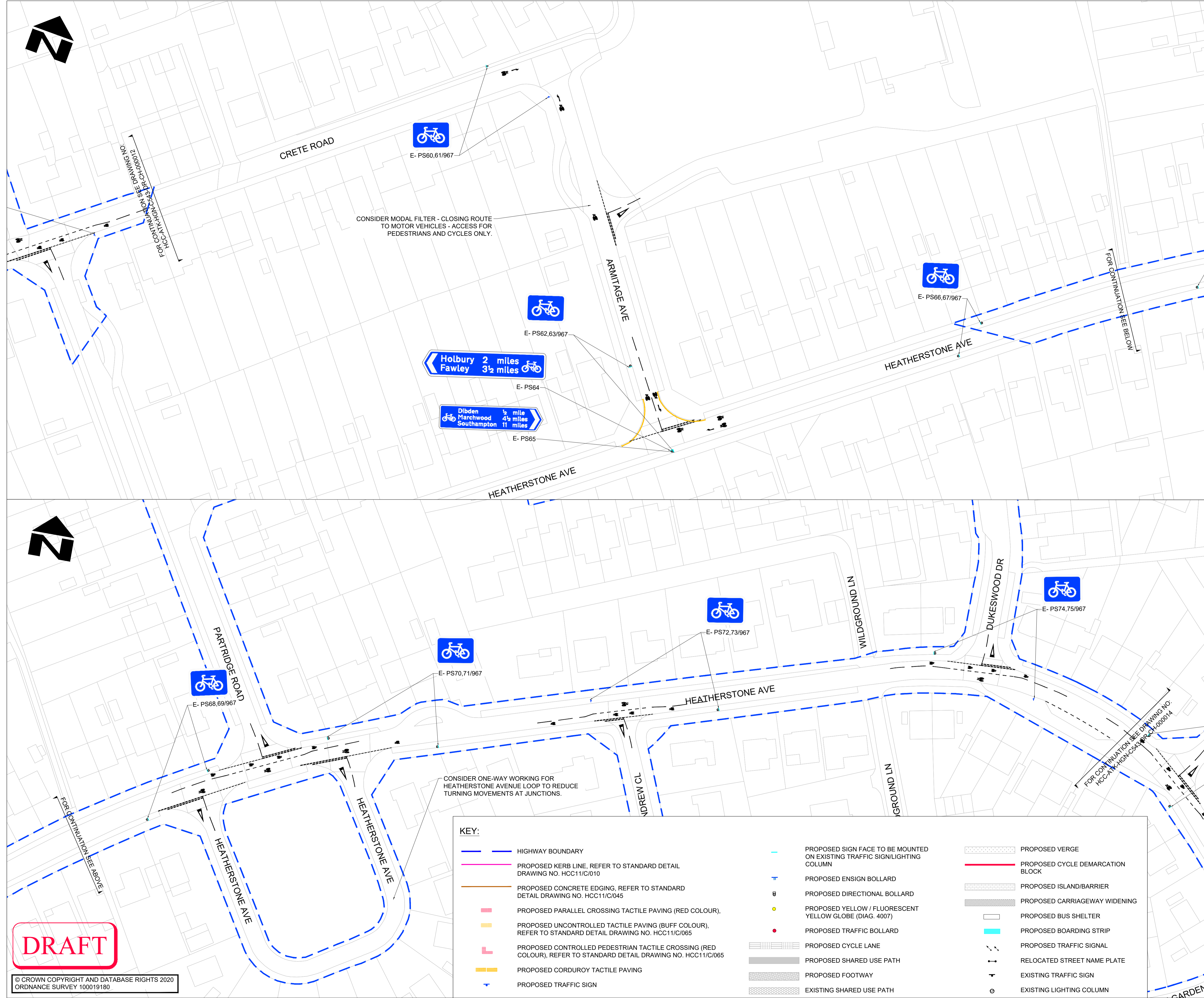
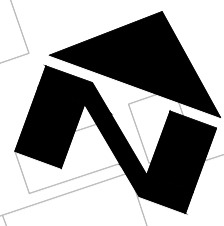
Project Title
ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES TRANCHE 2

Drawing Title
SECTION E - HYTHE PROPOSALS (SHEET 5 OF 11)

Scale	1:500	Designed / Drawn	KM	Checked	-	Approved	-	Authorised	-
Original Size	A1	Date	10.09.21	Date	-	Date	-	Date	-
Drawing Number	Project			Originator		Volume		Job No.	
	HCCSPCO-ATK-HGN-C543-DR-CH-0000012							5198362	
Location	Type	Role	Number	Revision					
				P04.2					

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Construction
 Live Traffic & Utilities
 Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.

Maintenance / Cleaning
 None

Use
 None

Decommissioning / Demolition
 None

P04.2	KM	-	-	10.09.21
Design plan updated and addition of Topo				
P03	KM	AS	AC	23.06.21
For Preliminary Design submission				
P02	KM	AS	AC	26.03.21
Update in markings & annotations added				
P01	KM	AS	AC	25.03.21
First Issue				

Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status	Subtality
WORK IN PROGRESS	S0

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STUART JARVIS BSc DipTP FCIM MRTP Director of Economy, Transport & Environment

Project Title
**ELTING TO FAWLEY CYCLEWAY
 TRANSFORMING CITIES TRANCHE 2**

Drawing Title
**SECTION E - HYTHE PROPOSALS
 (SHEET 6 OF 11)**

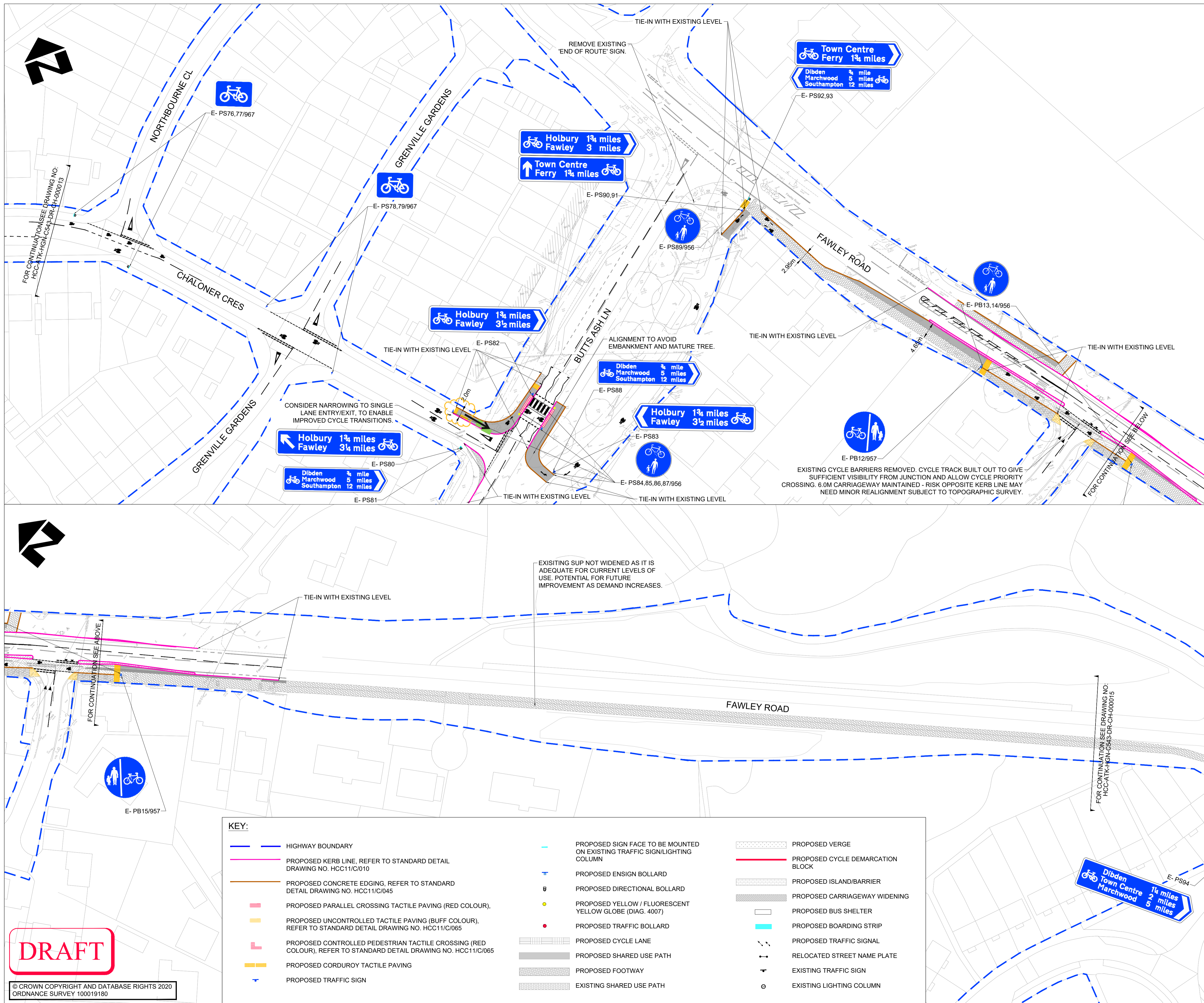
Scale	Designed / Drawn	Checked	Approved	Authorised
1:500	KM	-	-	-
Original Size	Date	Date	Date	Date
A1	10.09.21	-	-	-
Drawing Number	Project	Originator	Volume	Job No.
HCCSPCO-ATK-HGN-C543-DR-CH-0000013				5198362
Location	Type	Role	Number	Revision
				P04.2

KEY:

HIGHWAY BOUNDARY	PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN	PROPOSED VERGE
PROPOSED KERB LINE. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010	PROPOSED ENSIGN BOLLARD	PROPOSED CYCLE DEMARCATION BLOCK
PROPOSED CONCRETE EDGING. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045	PROPOSED DIRECTIONAL BOLLARD	PROPOSED ISLAND/BARRIER
PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)	PROPOSED CARRIAGEWAY WIDENING
PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED TRAFFIC BOLLARD	PROPOSED BUS SHELTER
PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED CYCLE LANE	PROPOSED BOARDING STRIP
PROPOSED CORDUROY TACTILE PAVING	PROPOSED SHARED USE PATH	PROPOSED TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGN	PROPOSED FOOTWAY	RELOCATED STREET NAME PLATE
	EXISTING SHARED USE PATH	EXISTING TRAFFIC SIGN
		EXISTING LIGHTING COLUMN

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction	Live Traffic & Utilities
Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.	
Maintenance / Cleaning	None

Use	None
-----	------

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

P04.2	KM	-	-	10.09.21
Design plan updated and addition of Topo				
P03	KM	AS	AC	23.06.21
For Preliminary Design submission				
P02	KM	AS	AC	26.03.21
Update in markings & annotations added				
P01	KM	AS	AC	25.03.21
First Issue				

Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status	Subtality
WORK IN PROGRESS	S0

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Hampshire County Council **Engineering**

STUART JARVIS BSc DipTP FCITB MRTPi DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES TRANCHE 2

Drawing Title
SECTION E - HYTHE PROPOSALS (SHEET 7 OF 11)

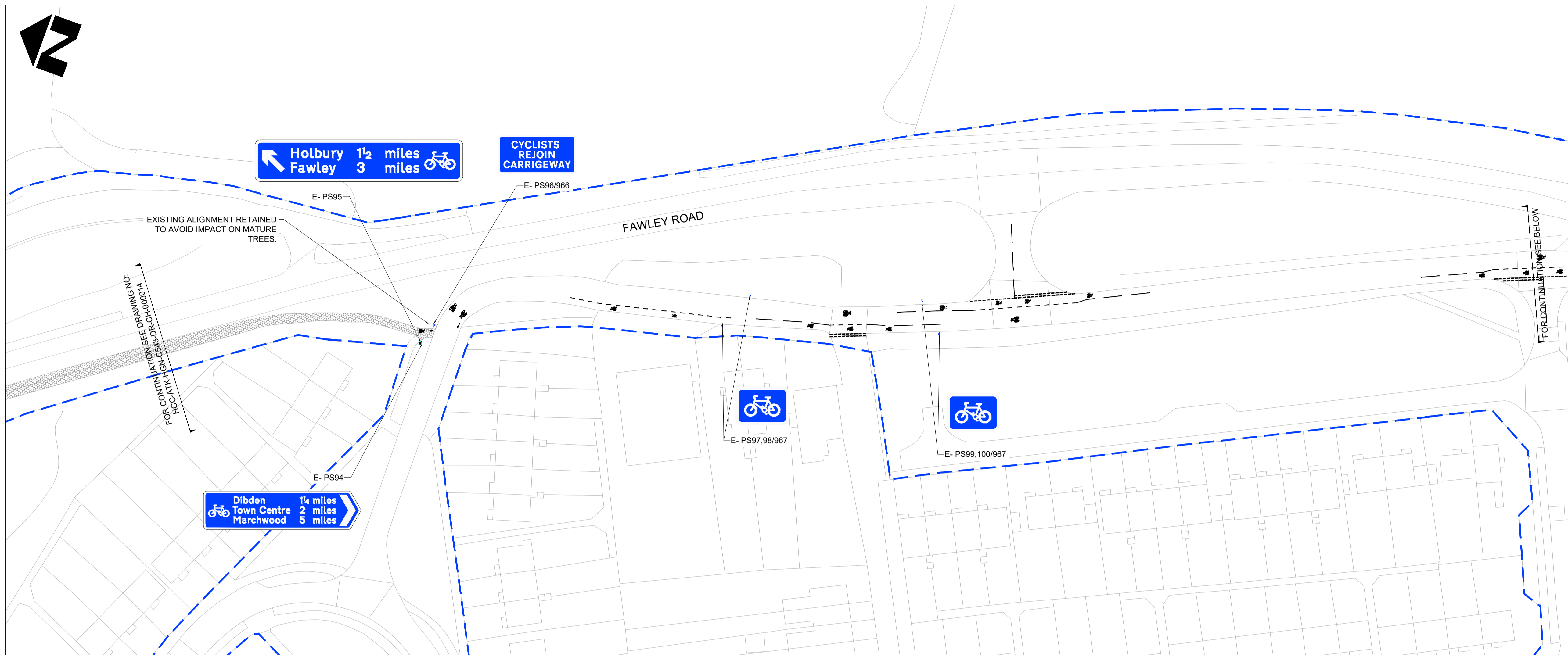
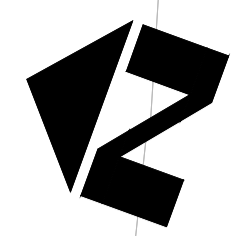
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Original Size	A1	Date	10.09.2021	Date	-	Date	-	Date	-
Drawing Number	Project		Originator	Volume		Job No.		Revision	
HCCSPCO-ATK-HGN-C543-DR-CH-0000014						5198362		P04.2	
Location	Type	Role	Number						

KEY:

HIGHWAY BOUNDARY	PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN	PROPOSED VERGE
PROPOSED KERB LINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010	PROPOSED ENSIGN BOLLARD	PROPOSED CYCLE DEMARCATION BLOCK
PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045	PROPOSED DIRECTIONAL BOLLARD	PROPOSED ISLAND/BARRIER
PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)	PROPOSED CARRIAGEWAY WIDENING
PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED TRAFFIC BOLLARD	PROPOSED BUS SHELTER
PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065	PROPOSED CYCLE LANE	PROPOSED BOARDING STRIP
PROPOSED CORDUROY TACTILE PAVING	PROPOSED SHARED USE PATH	PROPOSED TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGN	PROPOSED FOOTWAY	RELOCATED STREET NAME PLATE
	EXISTING SHARED USE PATH	EXISTING TRAFFIC SIGN
		EXISTING LIGHTING COLUMN

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 - ANY PROPOSED IMPROVEMENT BEYOND HIGHWAY LAND BOUNDARY IS SUBJECT TO THE CONSENT OF LAND OWNER & APPROVAL OF OVERSEEING ORGANISATION.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction	Live Traffic & Utilities Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning	None
Use	None

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

P04.2	KM	-	-	10.09.21
Design plan updated and addition of Topo				
P03	KM	AS	AC	23.06.21
For Preliminary Design submission				
P02	KM	AS	AC	26.03.21
Update in markings & annotations added				
P01	KM	AS	AC	25.03.21
First Issue				
Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status: **WORK IN PROGRESS** Suitability: **S0**

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Client: **Hampshire County Council** **Engineering CONSULTANTS**

STUART JARVIS BSc DipTP FCITM MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

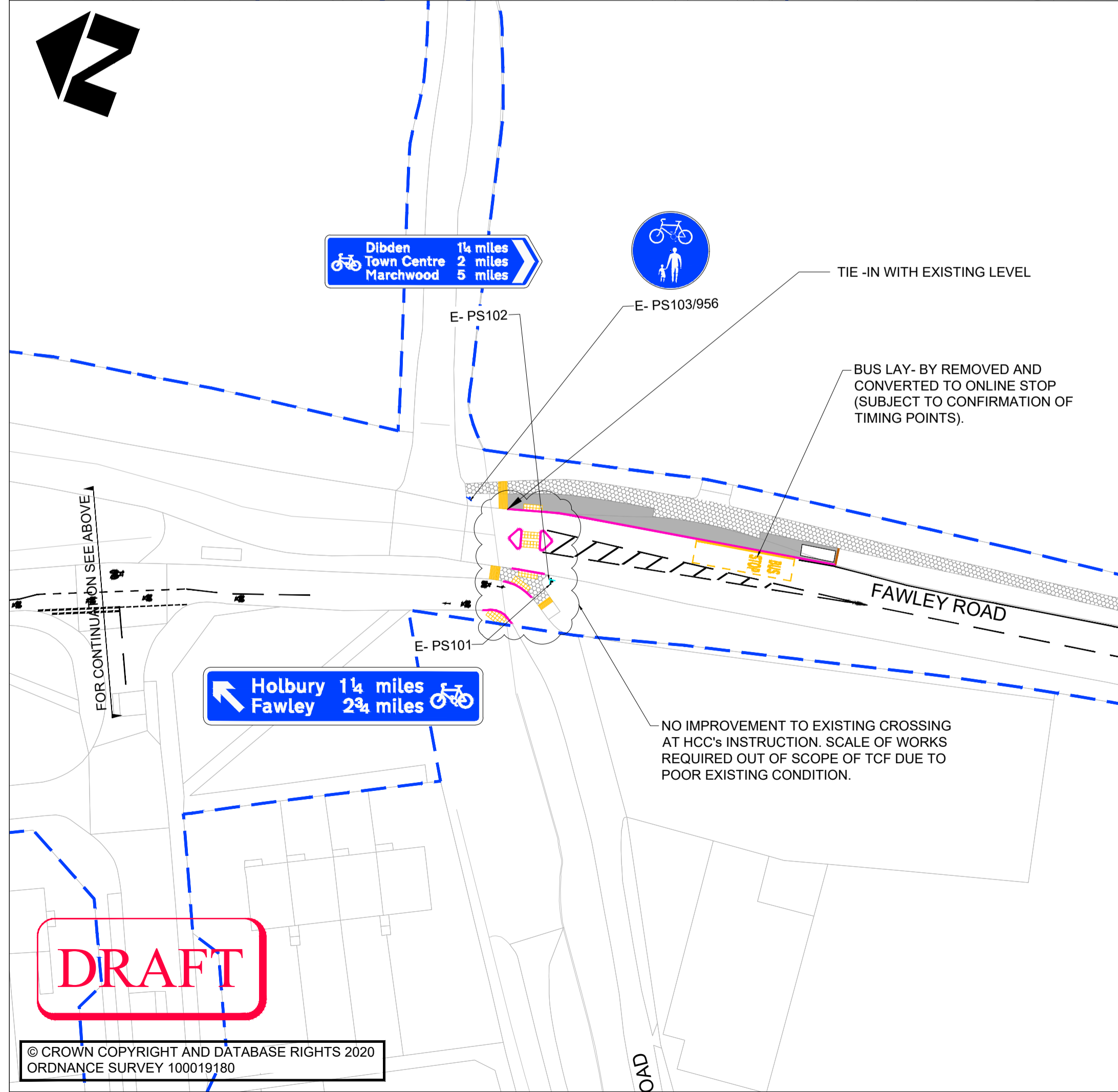
Project Title: **ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES TRANCHE 2**

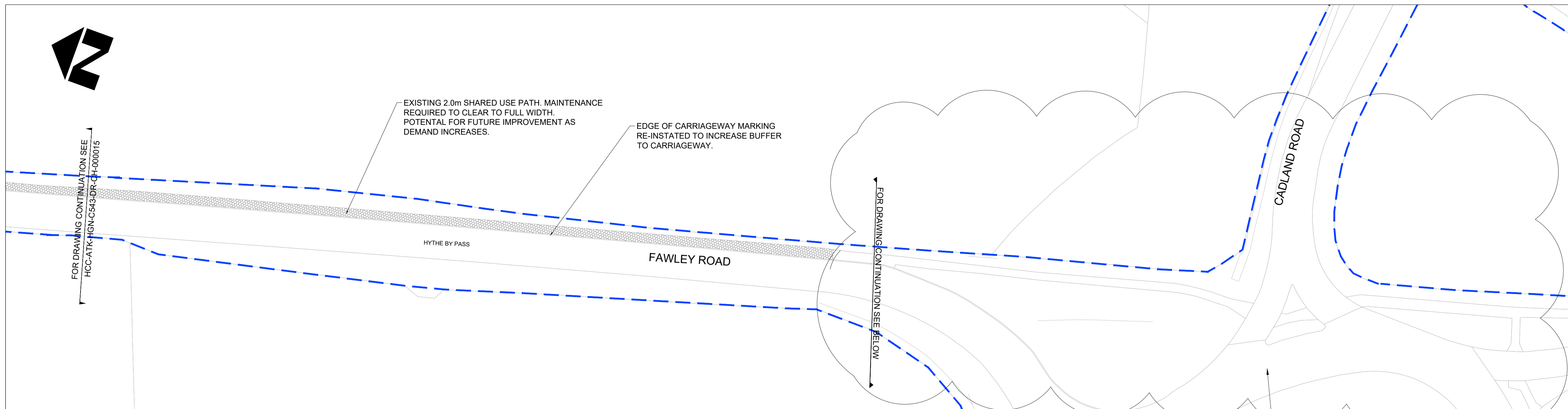
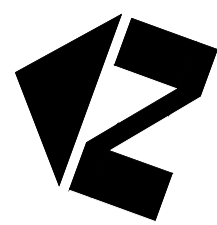
Drawing Title: **SECTION E - HYTHE PROPOSALS (SHEET 8 OF 11)**

Scale	1:500	Designed / Drawn	KM	Checked	-	Approved	-	Authorised	-
Original Size	A1	Date	10.09.21	Date	-	Date	-	Date	-
Drawing Number	Project		Originator	Volume		Job No.		5198362	
HCCSPCO-ATK-HGN-C543-DR-CH-0000015								Revision	P04.2
Location	Type	Role	Number						

KEY:

	HIGHWAY BOUNDARY		PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN		PROPOSED VERGE
	PROPOSED KERB LINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010		PROPOSED ENSIGN BOLLARD		PROPOSED CYCLE DEMARCATION BLOCK
	PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045		PROPOSED DIRECTIONAL BOLLARD		PROPOSED ISLAND/BARRIER
	PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)		PROPOSED CARRIAGEWAY WIDENING
	PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED TRAFFIC BOLLARD		PROPOSED BUS SHELTER
	PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED CYCLE LANE		PROPOSED BOARDING STRIP
	PROPOSED CORDUROY TACTILE PAVING		PROPOSED SHARED USE PATH		RELOCATED STREET NAME PLATE
	PROPOSED TRAFFIC SIGN		PROPOSED FOOTWAY		EXISTING TRAFFIC SIGN
			EXISTING SHARED USE PATH		EXISTING LIGHTING COLUMN





KEY:

	HIGHWAY BOUNDARY		PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN		PROPOSED VERGE
	PROPOSED KERB LINE. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010		PROPOSED ENSIGN BOLLARD		PROPOSED CYCLE DEMARCATION BLOCK
	PROPOSED CONCRETE EDGING. REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045		PROPOSED DIRECTIONAL BOLLARD		PROPOSED ISLAND/BARRIER
	PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)		PROPOSED CARRIAGEWAY WIDENING
	PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED TRAFFIC BOLLARD		PROPOSED BUS SHELTER
	PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED CYCLE LANE		PROPOSED BOARDING STRIP
	PROPOSED CORDUROY TACTILE PAVING		PROPOSED SHARED USE PATH		RELOCATED STREET NAME PLATE
	PROPOSED TRAFFIC SIGN		PROPOSED FOOTWAY		EXISTING TRAFFIC SIGN
			EXISTING SHARED USE PATH		EXISTING LIGHTING COLUMN

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction	Live Traffic & Utilities	Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning	None	

Use	None
-----	------

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

P04.3	KM	-	-	23.11.21
Design plan updated and addition of road marking				
P03	KM	AS	AC	23.06.21
For Preliminary Design submission				
P02	KM	AS	AC	26.03.21
Update in markings & annotations added				
P01	KM	AS	AC	25.03.21
First Issue				

Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status	WORK IN PROGRESS	Suitability	S0
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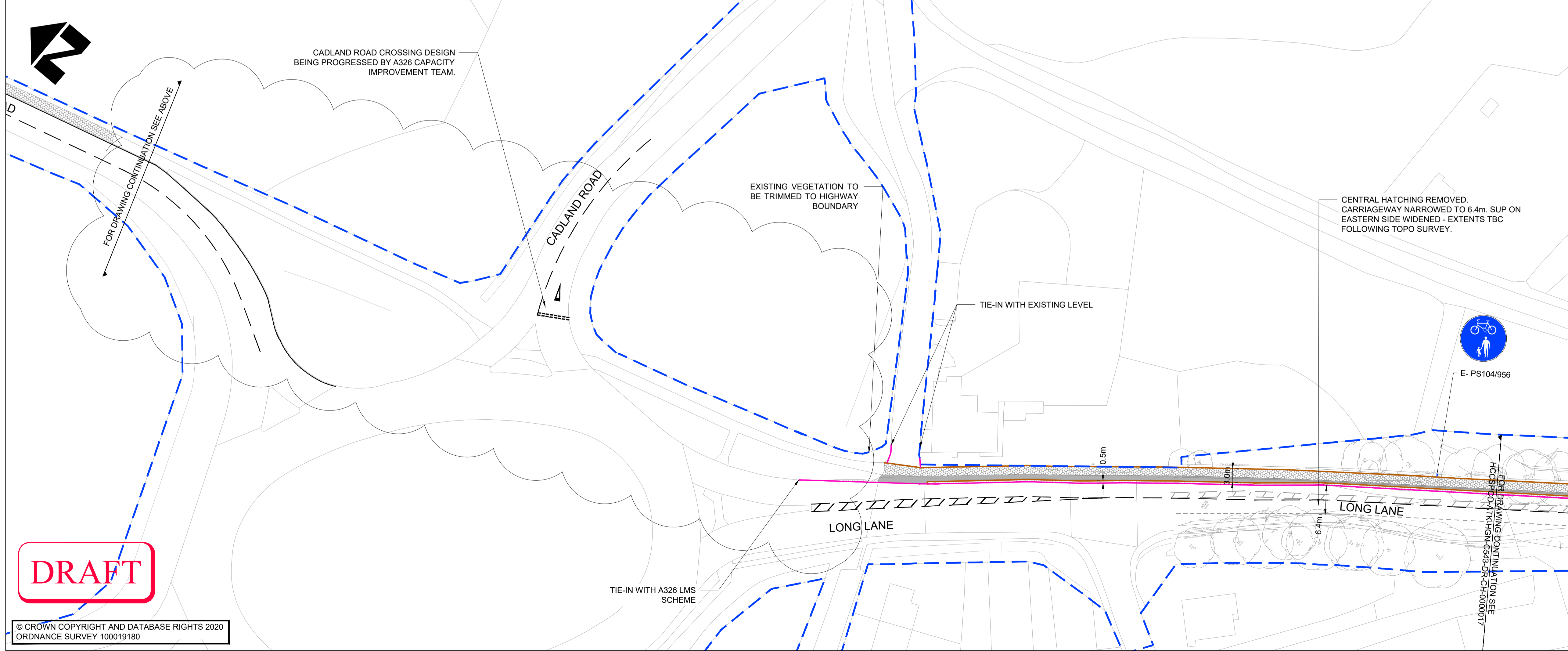
Client
Hampshire County Council **Engineering CONSULTANTS**

STUART JARVIS BSc DipTP FCIM MRTP DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES TRANCHE 2

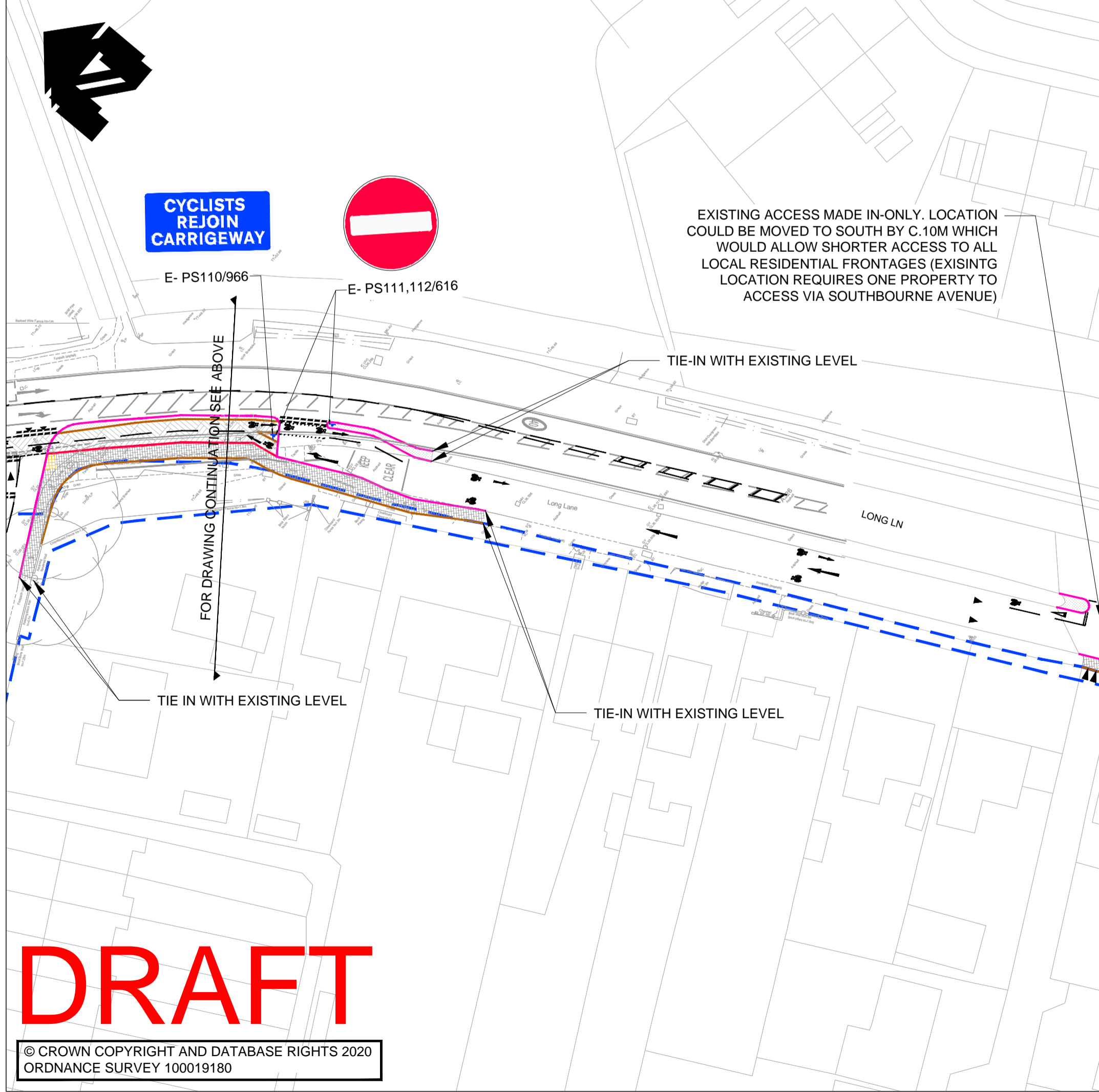
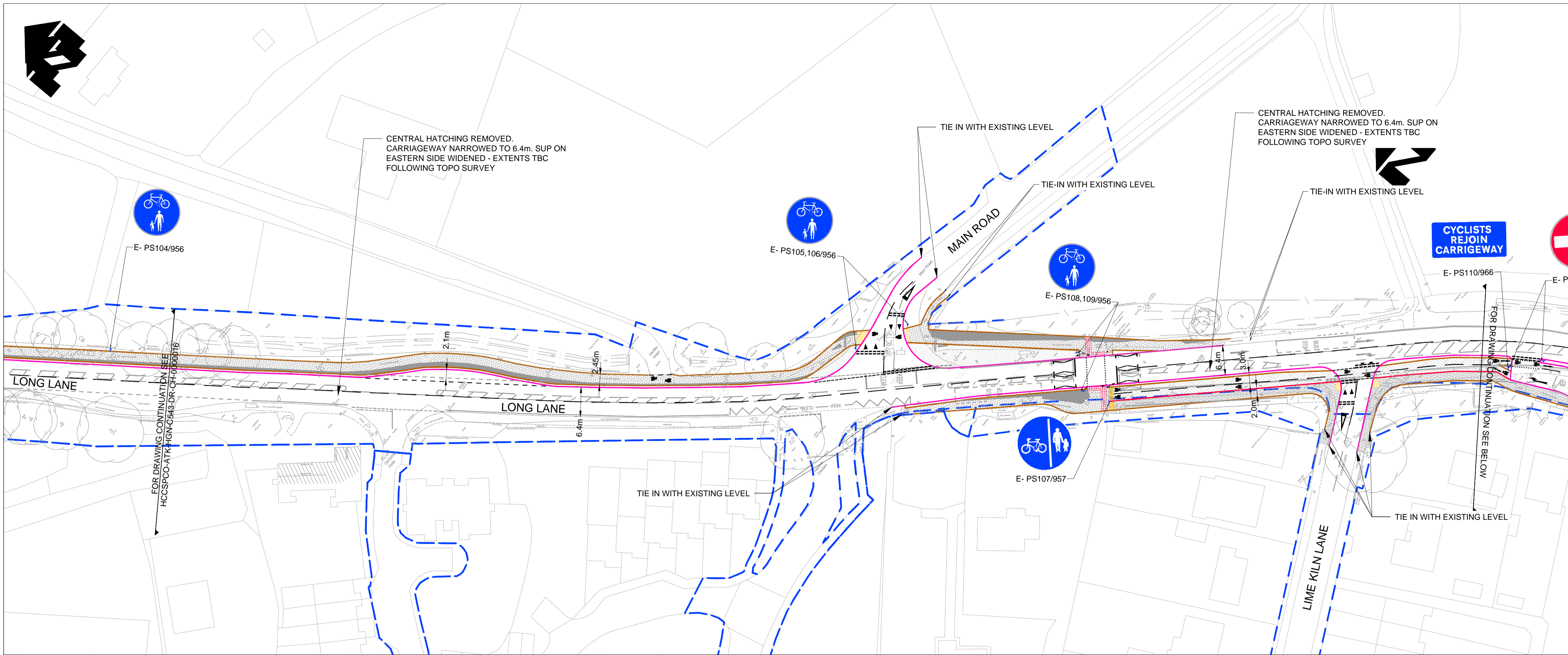
Drawing Title
SECTION E - HYTHE PROPOSALS (SHEET 9 OF 11)

Scale	1:500	Designed / Drawn	KM	Checked	-	Approved	-	Authorised	
Original Size	A1	Date	23.11.21	Date	-	Date	-	Date	
Drawing Number	Project		Originator	Volume		Job No.		5198362	
HCCSPCO-ATK-HGN-C543-DR-CH-0000016								Revision	P04.3
Location	Type	Role	Number						



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KEY:

	HIGHWAY BOUNDARY		PROPOSED ENSIGN BOLLARD		PROPOSED VERGE
	PROPOSED KERB LINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010		PROPOSED DIRECTIONAL BOLLARD		PROPOSED CYCLE DEMARCATION BLOCK
	PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045		PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)		PROPOSED ISLAND/BARRIER
	PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR),		PROPOSED TRAFFIC BOLLARD		PROPOSED CARRIAGEWAY WIDENING
	PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED CYCLE LANE		PROPOSED BOARDING STRIP
	PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065		PROPOSED SHARED USE PATH		PROPOSED TRAFFIC SIGNAL
	PROPOSED CORDUROY TACTILE PAVING		PROPOSED FOOTWAY		RELOCATED STREET NAME PLATE
	PROPOSED TRAFFIC SIGN		EXISTING SHARED USE PATH		EXISTING TRAFFIC SIGN
					EXISTING LIGHTING COLUMN

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Construction	Live Traffic & Utilities
Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.	
Maintenance / Cleaning	None

Use	None
Decommissioning / Demolition	None

P04.4	AW			11/03/22
Updated highway boundary(information provided by HCC)				
P04.3	KM	-	-	23.11.21
Design plan updated and addition of road marking				
P03	KM	AS	AC	23.06.21
For Preliminary Design submission				
P02	KM	AS	AC	26.03.21
Update in markings & annotations added				
Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status: **WORK IN PROGRESS** Suitability: **S0**

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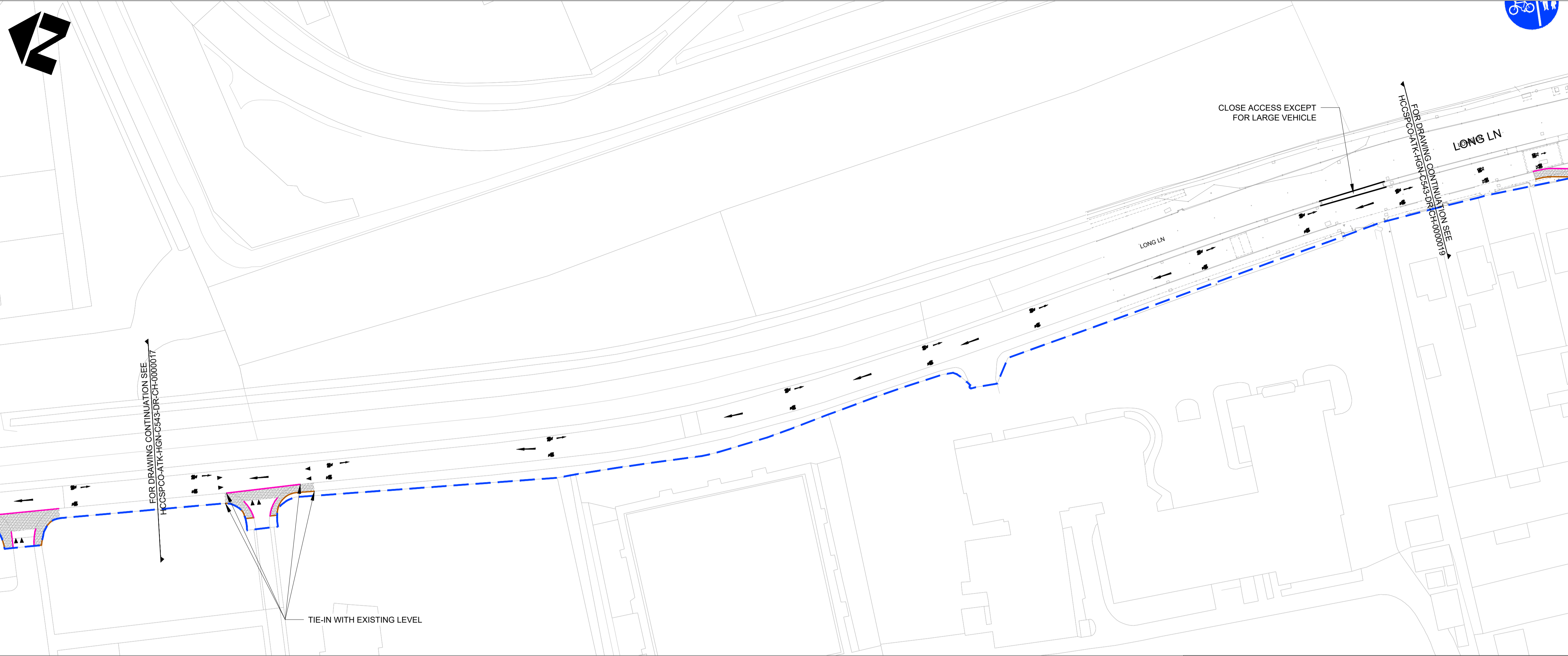
Project Title: **ELING TO FAWLEY CYCLEWAY TRANSFORMING CITIES TRANCHE 2**

Drawing Title: **SECTION E - HYTHE PROPOSALS (SHEET 10 OF 11)**

Scale	1:500	Designed / Drawn	KM	Checked	-	Approved	-	Authorised	-
Original Size	A1	Date	23.11.21	Date	-	Date	-	Date	-
Drawing Number	Project		Originator	Volume		Job No.		5198362	
HCCSPCO-ATK-HGN-C543-DR-CH-0000017						Revision		P04.4	
Location	Type	Role	Number						

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Maintenance / Cleaning	None	

Use	None
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Decommissioning / Demolition	None
------------------------------	------

P04.3	KM	-	-	23.11.21
Design plan updated and addition of road marking				
P03	KM	AS	AC	23.06.21
For Preliminary Design submission				
P02	KM	AS	AC	26.03.21
Update in markings & annotations added				
P01	KM	AS	AC	25.03.21
First Issue				

Rev	Drawn / Des	Checked	Approved	Date
Description				

Drawing Status	WORK IN PROGRESS	Suitability	S0
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Client
Hampshire Engineering
County Council CONSULTANTS

STUART JARVIS BSc DipTP FCIMT MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
**ELING TO FAWLEY CYCLEWAY
TRANSFORMING CITIES TRANCHE 2**

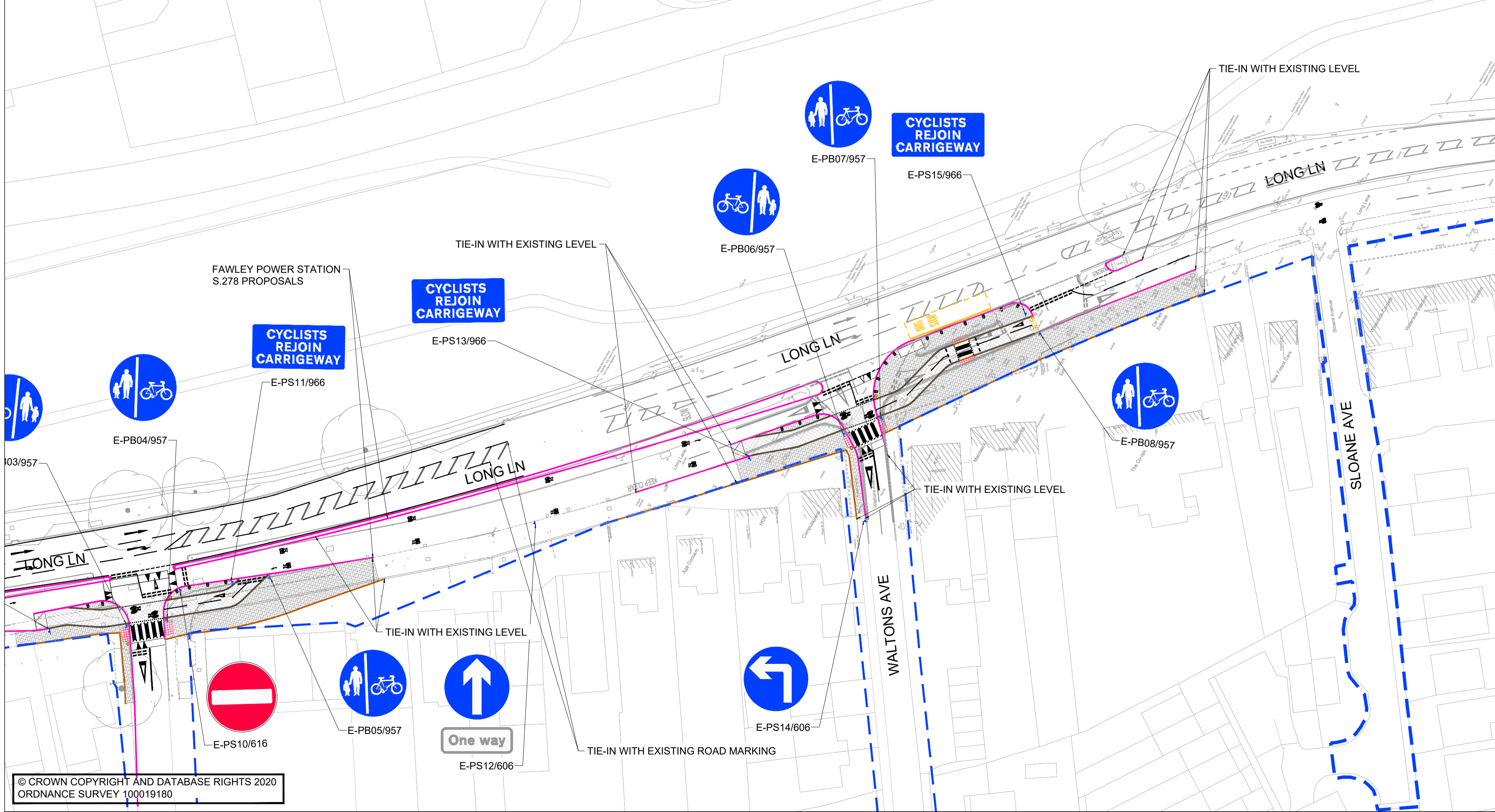
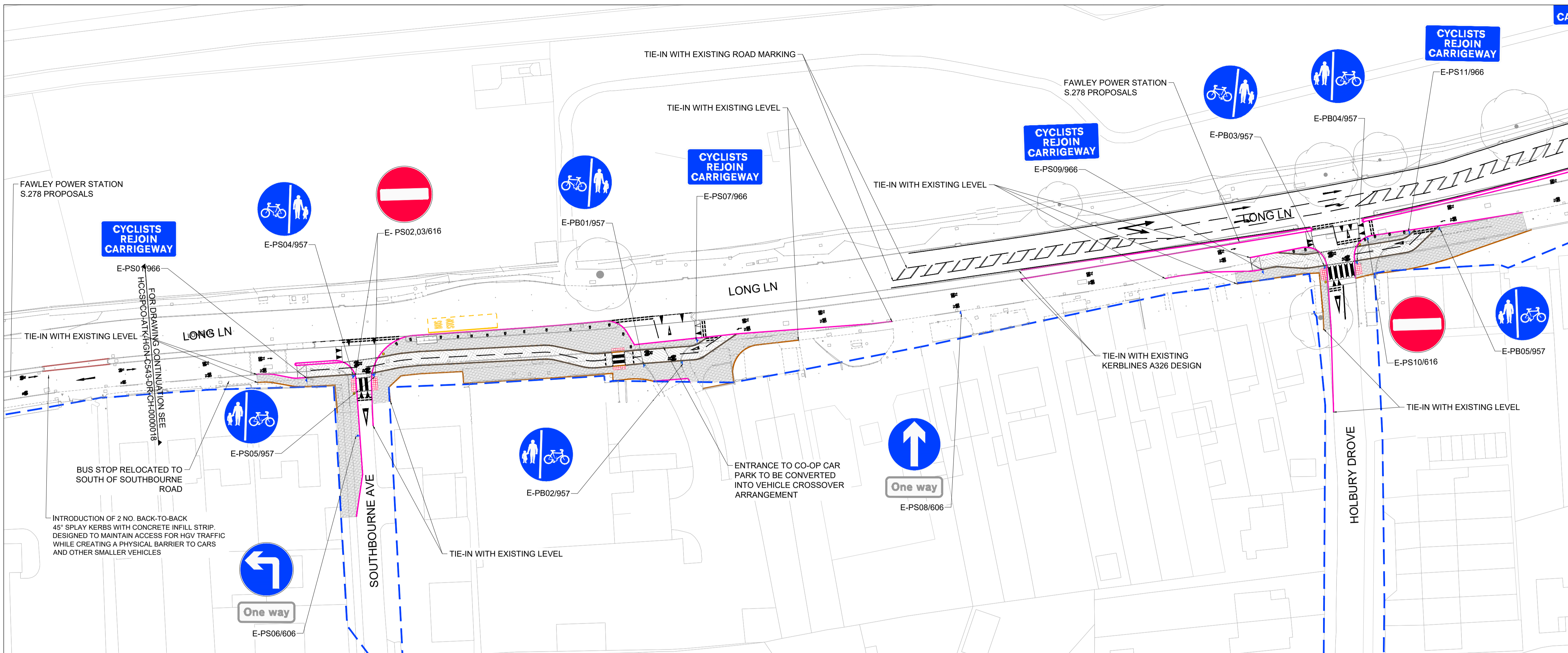
Drawing Title
**SECTION E - HYTHE PROPOSALS
(SHEET 11 OF 11)**

Scale	1:500	Designed / Drawn	KM	Checked	-	Approved	-	Authorised	
Original Size	A1	Date	23.11.21	Date	-	Date	-	Date	
Drawing Number	HCCSPCO-ATK-HGN-C543-DR-CH-0000018			Job No.	5198362				
Location	Type	Role	Number	Revision	P04.3				

- KEY:**
- HIGHWAY BOUNDARY
 - PROPOSED KERB LINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010
 - PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045
 - PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR)
 - PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065
 - PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065
 - PROPOSED CORDUROY TACTILE PAVING
 - PROPOSED TRAFFIC SIGN
 - PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN
 - PROPOSED ENSIGN BOLLARD
 - PROPOSED DIRECTIONAL BOLLARD
 - PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)
 - PROPOSED TRAFFIC BOLLARD
 - PROPOSED CYCLE LANE
 - PROPOSED SHARED USE PATH
 - PROPOSED FOOTWAY
 - EXISTING SHARED USE PATH
 - PROPOSED VERGE
 - PROPOSED CYCLE DEMARCATION BLOCK
 - PROPOSED ISLAND/BARRIER
 - PROPOSED CARRIAGEWAY WIDENING
 - PROPOSED BUS SHELTER
 - PROPOSED BOARDING STRIP
 - PROPOSED TRAFFIC SIGNAL
 - RELOCATED STREET NAME PLATE
 - EXISTING TRAFFIC SIGN
 - EXISTING LIGHTING COLUMN

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ORDNANCE SURVEY 100019180



KEY:

- HIGHWAY BOUNDARY
- PROPOSED KERB LINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010
- PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045
- PROPOSED PARALLEL CROSSING TACTILE PAVING (RED COLOUR)
- PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065
- PROPOSED CONTROLLED PEDESTRIAN TACTILE CROSSING (RED COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065
- PROPOSED CORDUROY TACTILE PAVING
- ↑ PROPOSED TRAFFIC SIGN
- PROPOSED SIGN FACE TO BE MOUNTED ON EXISTING TRAFFIC SIGN/LIGHTING COLUMN
- | PROPOSED ENSIGN BOLLARD
- | PROPOSED DIRECTIONAL BOLLARD
- PROPOSED YELLOW / FLUORESCENT YELLOW GLOBE (DIAG. 4007)

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Construction	Live Traffic & Utilities	Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.
Maintenance / Cleaning	None	

Use	None
Decommissioning / Demolition	None

P01.1	AW			10/03/22
Amendment to co-op car park entrance				
P01	KM	PS	DD	23/11/21

First Issue				
Rev	Drawn / Des	Checked	Approved	Date

Description	Subtality
FOR REVIEW & COMMENT	S3

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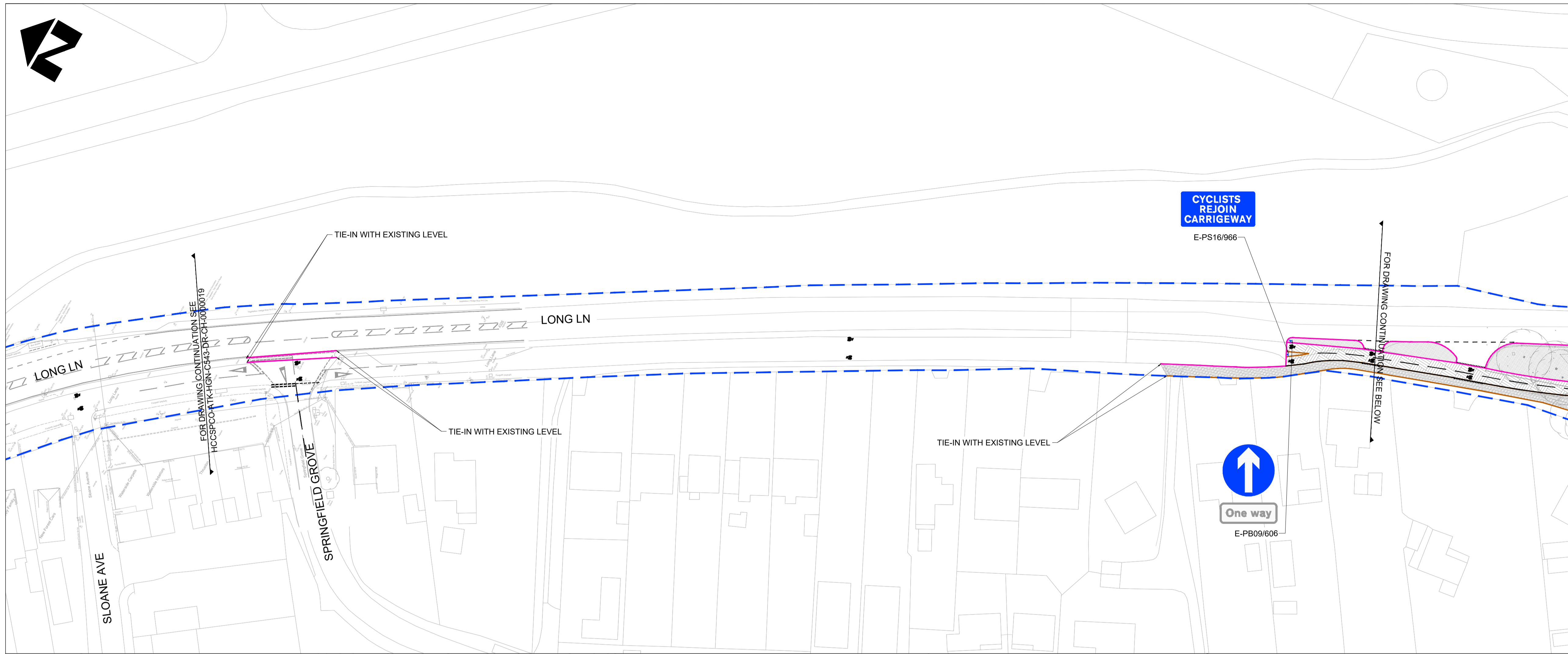
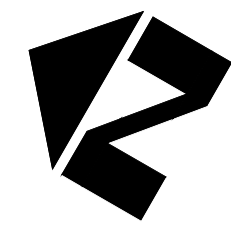
Hampshire County Council Engineering

STUART JARVIS BSc DipTP FCIBT MRTP Director of Economy, Transport & Environment

Project Title
**ELING TO FAWLEY CYCLEWAY
TRANSFORMING CITIES TRANCHE 2**

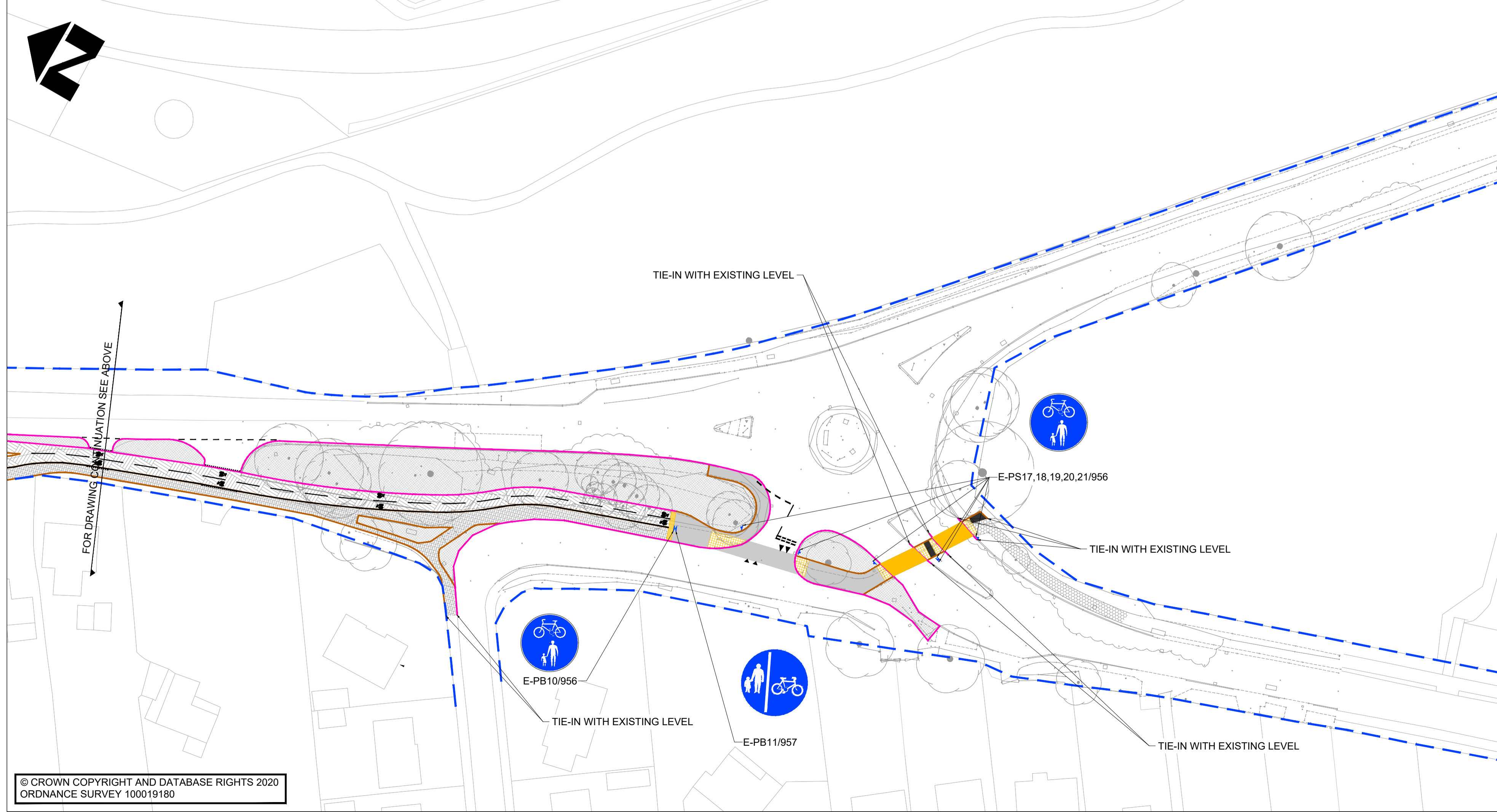
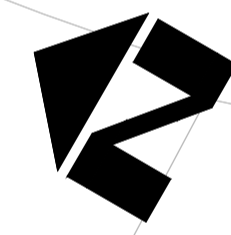
Drawing Title
LONG LANE, HOLBURY - MODAL FILTER

Scale	1:500	Designed / Drawn	KM	Checked	PS	Approved	DD	Authorised	
Original Size	A1	Date	23/11/21	Date	23/11/21	Date	23/11/21	Date	
Drawing Number	Project		Originator		Volume		Job No.		
	HCCSPCO-ATK-HGN-C543-DR-CH-000019						5198362		
Location	Type	Role	Number	Revision					
				P01.1					



- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - LAYOUT IS BASED ON THE ORDNANCE SURVEY DATA & SATELLITE IMAGERY ONLY & SHALL NOT BE USED FOR CONSTRUCTION.
 - HEALTH AND SAFETY: THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE SITE. PLANS SHOWING APPROXIMATE LOCATIONS HAVE BEEN SUPPLIED BY THE SERVICE MANAGER.
 - EXISTING ROAD MARKINGS TO BE REMOVED BEFORE LAYING NEW ROAD MARKINGS ONLY IN THE AREAS WHERE NEW ROAD MARKINGS ARE PROPOSED.
 - ALL ROAD MARKINGS TYPES/COLOURS & DIMENSIONS SHALL BE IN ACCORDANCE WITH TSRGD 2016 AND SUBSEQUENT AMENDMENTS.
 - ANY PROPOSED IMPROVEMENT BEYOND HIGHWAY LAND BOUNDARY IS SUBJECT TO THE CONSENT OF LAND OWNER & APPROVAL OF OVERSEEING ORGANISATION.

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- KEY:**
- HIGHWAY BOUNDARY OF THE SITE
 - PROPOSED KERB LINE, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/010
 - PROPOSED CONCRETE EDGING, REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/045
 - PROPOSED UNCONTROLLED TACTILE PAVING (BUFF COLOUR), REFER TO STANDARD DETAIL DRAWING NO. HCC11/C/065
 - PROPOSED CORDUROY TACTILE PAVING
 - PROPOSED TRAFFIC SIGN
 - PROPOSED ENSIGN BOLLARD
 - PROPOSED BOLLARD
 - PROPOSED YELLOW / FLUORESCENT YELLOW GLOW (DIAG. 4007)
 - PROPOSED SHARED USED PATH
 - PROPOSED FOOTWAY
 - PROPOSED CYCLEWAY
 - COLOURED SURFACING FOR PROPOSED CROSSING

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

Construction
Live Traffic & Utilities
Presence of soil contamination, asbestos, Hazardous tar and breaking of concrete not known.

Maintenance / Cleaning
None

Use
None

Decommissioning / Demolition
None

P01	KM	PS	DD	23/11/21
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First Issue

Rev	Drawn / Des	Checked	Approved	Date
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Description

FOR REVIEW & COMMENT	S3
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Client
Hampshire County Council **Engineering**

STUART JARVIS BSc DipTP FCIBT MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Project Title
**ELING TO FAWLEY CYCLEWAY
TRANSFORMING CITIES TRANCHE 2**

Drawing Title
LONG LANE, HOLBURY - MODAL FILTER

Scale	1:500	Designed / Drawn	Checked	Approved	Authorised
Original Size	A1	Date	Date	Date	Date
Drawing Number	HCCSPCO-ATK-HGN-C543-DR-CH-000020	Project	Originator	Volume	Job No.
Location	Type	Role	Number	Revision	

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	12 May 2022
Title:	Project Appraisal: Portsmouth and South-East Hampshire Transforming Cities Fund Schemes (Package 2)
Report From:	Director of Economy, Transport and Environment

Contact name: Mark Whitfield

Tel: 0370 779 7263

Email: mark.whitfield@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide detail on two of the Portsmouth and South-East Hampshire's Transforming Cities Fund (TCF) programme schemes, Gosport Interchange and Elmleigh Road, Havant. The report seeks approval to progress and implement these schemes.
2. In addition, the report provides detail on consultation results relating to a third scheme, Ladybridge Bus Improvements, Purbrook, and proposes deferral of the scheme for review and consideration of alternative delivery options. As such deferral would preclude the use of TCF funds within spend deadlines, it is proposed to reallocate TCF funds from the Ladybridge scheme, subject to DfT approval, and consider alternative funding options.

Recommendations

3. That, in light of recent consultation, the Executive Lead Member for Economy, Transport and Environment approves the deferral of the Ladybridge Bus Improvements scheme, Purbrook, and therefore its removal from the Transforming City Fund (TCF) programme, with the residual TCF funding being reallocated, subject to Department for Transport (DfT) approval, to support the delivery of the enhanced TCF scheme at Elmleigh Road (Havant), as outlined in this report.
4. That the Executive Lead Member for Economy, Transport and Environment approves the increase of the Capital Programme value for the Elmleigh Road scheme to £2,155,000 from £1,751,000, as a result of the proposed extension of the scheme, as set out in this report.

5. That the Executive Lead Member for Economy, Transport and Environment approves the Project Appraisal for Portsmouth Transforming Cities Fund (TCF) schemes - Gosport Interchange and Elmleigh Road (Havant), as outlined in this report.
6. That approval be given to procure, spend and enter into necessary contractual arrangements, including funding agreements with the relevant local authorities, in consultation with the Head of Legal Services, to implement the proposed improvements to the schemes outlined individually below at a total estimated cost of £9,274,000, as set out in this report:
 - a) Gosport Interchange, Gosport, at a cost of £5,919,000 funded by £5,219,000 of TCF grant and a £700,000 contribution from Gosport Borough Council; and
 - b) Elmleigh Road, Havant, at a cost of £2,155,000 funded by £1,481,000 of TCF grant, £270,000 of re-allocated TCF grant from the Ladybridge scheme, subject to DfT approval of Change Control, £269,000 of Community Infrastructure Levy funding from Havant Borough Council and £135,000 of County Council LTP funding.
7. That authority to make the arrangements to implement the schemes, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
8. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the schemes.

Executive Summary

9. This report seeks to provide sufficient information for approval to progress with the Portsmouth and South-East Hampshire TCF schemes for:
 - a) Gosport Interchange, Gosport; and
 - b) Elmleigh Road, Havant
10. The schemes aim to provide better connectivity and journey time improvements for bus travel and encourage sustainable travel by improving and providing safer walking and cycling infrastructure for local residents for local journeys.
11. The report also provides an update on consultation results relating to a third scheme, Ladybridge Bus Improvements, Purbrook, and seeks authority to defer the scheme and reallocate TCF funds to the extended Elmleigh Road scheme.

12. The County Council, together with Portsmouth City Council and Isle of Wight Council, has secured £57million of funding from the Department for Transport's ("DfT") Tranche 2 Transforming Cities Fund, which aims to improve productivity by investing in public and sustainable transport infrastructure in and around City Regions. These schemes form part of a wider programme of highway works within Hampshire and support policies for:
 - helping to reduce carbon emissions in line with the climate change strategy;
 - improving air quality;
 - supporting wellbeing by providing safer active travel options;
 - contributing to a greener and healthier Hampshire;
 - improving road safety (through delivery of casualty reduction and speed management);
 - working with operators to grow bus travel and remove barriers to access;
 - promoting walking and cycling to provide a healthy alternative to the car for short journeys to work, local services and school; and
 - developing bus Rapid Transit and high-quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability.
13. Stakeholder/public engagement activities were undertaken for each scheme within the TCF programme during the period of late Summer to Winter 2021/22.
14. Analysis of feedback received on Gosport Interchange and Elmleigh Road is included within the detail of this report and the full supporting consultation feedback can be accessed from the relevant links to each webpage within this report.
15. In summary, both schemes received broad support from both local members and the general public for the overall proposals.
16. The schemes detailed in this report form part of the first phase of a wider strategic programme within the South East Hampshire Rapid Transit principles, and future phasing elements will be progressed when funding becomes available.
17. An Equalities Impact Assessment has been undertaken for both schemes covered within this report and the findings are summarised in the appendices

Programme Finance

18. The funding for the Portsmouth and South-East Hampshire TCF programme is £22.316million which is predominantly from the DfT grant following the successful funding bid. This is combined with additional funding from District Council partners, Safer Road Funding, and Developer Contributions to enable the delivery of the overall programme.
19. The individual funding breakdowns have been included within each scheme's detailed report.

Gosport Interchange - Contextual Information

20. The "Gosport Waterfront and Town Centre Supplementary Planning Document" (SPD) outlines the aspirations for the town's waterfront area, including the provision of a new efficient transport interchange to replace the existing facility which has become dated, and no longer reflects the requirements of modern bus operations. The SPD outlines that any replacement bus station should maintain the existing strong links between each of the main components of the interchange, including the ferry terminal, taxi rank and the pick-up/ set-down area for private cars.
21. The scheme is being promoted by the County Council as the local transport authority, working in partnership with Gosport Borough Council (GBC), which is the landowner for the existing bus station infrastructure, and with First Bus as the main operator of services in Gosport.
22. The benefits of the scheme are that it will provide a more efficient and modern bus facility within the existing Interchange, including a modern shelter, together with improving public transport accessibility into the main retail area within Gosport. The ability of the scheme to accommodate newly introduced electric buses within the local area will help to bring about improvements in local air quality.

Gosport Interchange – Finance

23. The estimated project cost of £5.919million is available through DfT Tranche 2 funding for the scheme and this includes £700,000 Gosport Borough Council contribution funding. These costs are based on detailed design estimates. The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	288	5	TCF	5,219
Client Fee	365	6	GBC Contribution	700
Supervision	433	7		
Construction	4,833	82		
Land	0			
Total	5,919	100	Total	5,919

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	15	0.014%
Capital Charge	569	0.375%

Programme

The Scheme is currently projected to deliver some elements after the March 2023 spend deadline, but all DfT TCF monies will be spent/committed by the agreed timescales.

24. The following dates are based upon the UK tax year.

G3 (Project Appraisal)	Tender	Construction	G4 (Post-Construction Review)
Q1 2022/ 23	Q2 - Q3 2022/ 23	Q4 2022/ 23 - Q3 2023/ 24	Q3 2023/ 24

Scheme Details

25. The general arrangement plans for the scheme are provided within Appendix 1 of this report and indicate the following:

- relocation of the existing bus station to the site of the existing taxi rank and Falkland Gardens short stay car park and drop-off/pick-up facility;
- relocation of the existing taxi rank and drop-off/ pick-up facility to the western part of the existing bus station site; and
- provision of alterations to the existing highway network, including the provision of a bus-only link across the High Street, between North and South Cross Street.

Consultation and Engagement

26. An online digital engagement event was held in July 2021 for Councillors (county, borough, town and parish) and key stakeholders including local businesses and community groups. The event was well attended by

interested parties with good levels of interaction between attendees and council officers.

27. There was general support for the scheme proposals as presented, with attendees keen that the scheme be progressed as quickly as possible given the benefits and opportunities that would arise because of the developments. The scheme has also received support from Gosport Borough Council officers, and First Bus company, Hampshire.
28. The local county member, Cllr Philpott, has expressed their support for the scheme.
29. Following the digital event, an online public survey was launched which attracted 430 responses. In addition, 8 unstructured responses were received by email or letter and 115 social media comments by 81 individuals were received through Facebook. Full results of the online event are available at [Gosport Interchange Improvements | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/gosport-interchange-improvements-transport-and-roads-hampshire-county-council) with the headlines summarised as follows:
 - satisfaction with the current facilities at Gosport Bus Station was low, pointing to a desire among respondents to see improvements - a significant majority (77%) were dissatisfied with the toilets, and at least half were dissatisfied with the seating (59%), lighting (57%) and cycle parking (51%). Satisfaction was highest with regards to timetabling information (38% satisfied vs 28% dissatisfied);
 - overall, half of all respondents (49%) agreed with the proposed location of the new Gosport Bus Station, while 33% disagreed. Among those who disagreed with the proposed location, the most common reasons were that it was not necessary to move the Bus Station, that an upgrade would be sufficient, or that the money could be invested better elsewhere;
 - two thirds of respondents (69%) agreed with upgrading the existing Mumby Road pedestrian crossing, with little opposition (just 11%);
 - views on other proposed changes at Gosport Interchange were mixed. On balance, respondents agreed with adding a new bus stop on North Cross Street and re-locating the taxi rank (44% agreed with each of these scheme elements, against approximately 31% disagreeing); and
 - respondents would like to see a range of other facilities at the upgraded Bus Station, with the most popular being a modern bus station building/shelter (80%), CCTV (79%), improved lighting (78%) and the introduction of Real Time Passenger Information (77%).
30. Of the four bus shelter design options presented in the public engagement, Option 4 was the most liked, with 66% of respondents making it their first preference, and 77% either their first or second preference.

31. The most common matters raised, together with officer mitigation are outlined in the table below:

Concern	Client Manager Response
Set-down point/taxi rank is too far from the ferry terminal.	The proposed set-down facility has been relocated since the engagement activity and is now adjacent to the new taxi rank, with both being accessed from The Esplanade and departing onto South Street, closer to the Ferry terminal
Allowing buses on the high street would be more dangerous.	<p>Allowing buses to cross the High Street improves the accessibility to the existing main High Street retail area. Currently, public transport access is limited to opposite ends of the High Street, which are approximately 600m apart.</p> <p>The proposed link will be designed as a 'pedestrian priority space', which includes for level surfaces with no defined carriageway, so it appears as a pedestrianised space, where drivers do not feel they have a right of way, so drive at low speeds in order to avoid pedestrian movement.</p> <p>The design proposals would be subject to a detailed road safety audit that would identify any key safety issues and require the design to provide suitable mitigation/ remediation measures before it could be approved</p>
Unnecessary/ not something that needs fixing/ works fine as it is.	<p>The existing layout is inefficient and a significant 'overprovision' with regards to both the existing and future operation of the bus services that serve this important Interchange. In addition, the existing bus station facility suffers from a range of issues, and as a result needs significant refurbishment.</p> <p>The relocation of the bus station within the Interchange will facilitate the proposed redevelopment of the Waterfront and the wider town centre as set out within the Gosport Town Centre and Waterfront SPD.</p>
No real benefits or improvements/ it will make things worse.	The new bus station will include a new modern shelter made of glass and steel and will be equipped with features including seating, lighting and real time passenger information. The new bus shelter will act as a gateway feature for those entering the town from the ferry and will provide greater visibility of the public transport available within the Interchange.

32. An Equalities Impact Assessment has been carried out for this scheme and the findings are detailed in the Integral Appendix.

Land Requirements

33. A full summary of the land requirements for the Gosport scheme can be found within the November Decision Day report, a link to the report is included at the end of this report.

34. Most of the land required for the scheme is within the adopted highway boundary, with a small area of third-party land required to enable delivery of the bus station element of the overall Interchange scheme. Gosport Borough

Council are close to completing the necessary legal agreements to secure the land from the third-party owner.

35. It is proposed that the existing arrangements for the current bus station site will be replicated at the new bus station, whereby the apron and building footprint is within Gosport Borough Council's ownership and then leased to First Bus as the main operator. This land will need to be passed into the Borough Council's ownership once the existing highway rights on this land have been extinguished via an Order made under Section 247 of the Town & Country Planning Act.
36. The land upon which the proposed new taxi rank, set-down facility and short-stay parking areas are to be provided are currently within the Borough Council's ownership and therefore an exchange of land between the County Council and Borough Council will be required. Discussions regarding this exchange and agreement over the areas of land involved are ongoing.

Consents and Statutory Approvals

37. A planning application for the new bus station was submitted by the Economy, Transport and Environment Department on 21st January 2022, under Regulation 3 of the Town and Country Planning General Regulations 1992.
38. The planning application has been through a consultation period with key stakeholders, including Gosport Borough Council, First Bus and the public, with a decision on the outcome of the planning application awaited.
39. Formal traffic regulation orders (TROs) are required to implement the above improvements. A schedule of the required TROs is located in Appendix 2.

Elmleigh Road – Contextual Information

40. The Elmleigh Road scheme seeks to improve walking and cycling facilities between Havant College and National Cycle Network Route 22 (NCN22), the aim of which is to provide direct, safe, and continuous access between the town centre, college, as well as rail and bus stations for access to wider travel connectivity in the region.
41. The objective of the project is to enhance the connectivity between the local communities surrounding Havant Town Centre to the Town Centre and transport hubs (Rail Station and Bus Station), focusing on improving walking and cycling connectivity to provide improved access to public transport for wider connectivity in the city region
42. The scheme proposes to create a 3m wide shared use footway/cycle route between Havant College and the rail station footbridge via Elmleigh Road, introduction of a segregated bi-directional cycle track and pedestrian infrastructure improvements aligns with guidance supporting the DfT TCF objectives and requirements under LTN 1/20 principles.

43. Inclusion of the eastern end of Elmleigh Road as an extension (circa 130 metres) to the Elmleigh Road TCF scheme is recommended to address a network shortfall between the Elmleigh Road TCF segregated cycle track and footway improvements and the works to NCN22 at the Elmleigh Road/Leigh Road junction. It is proposed that this addition will be partly funded by reallocation of TCF funding from the Ladybridge Bus Improvements scheme for reasons detailed below.
44. The results from the consultation for the NCN22 improvement scheme show support for improvement to this section of Elmleigh Road. It should be noted, however, that direct engagement with affected properties, where hedgerows screening the properties would need to be reduced or removed, was not undertaken as part of the Sustrans consultation. Whilst landscape plans are in development, subject to confirmation of affected properties, Officers will hold discussions with any properties adjacent to the scheme that may be affected by removal of hedgerows within the highway boundary that currently screen properties.
45. This also aligns with the future redirection of the National Cycle route to utilise Elmleigh Road, and the proposed upgraded LTN1/20 compliant bridge over the railway to provide cycle facilities directly into Havant Town Centre and the Rail Station.
46. An LTN1/20 Cycling Level of Service (CLoS) and Junction Assessment Tool (JAT) assessment was undertaken by the design team in February 2022, which achieved a positive outcome against the LTN1/20 design criteria and principals scoring 98% overall.

Scheme Details

47. The General Arrangement Drawings for the scheme are included in Appendix 1 and cover:
 - an upgrade from the current staggered Pelican crossing facilities on Petersfield Road, to a Sparrow crossing, adding the facility for cyclists to cross Petersfield Road adjacent to the college;
 - a new bi-directional segregated cycle track adjacent to a realigned improved footway, running from Petersfield Road crossing facility to the rail station footbridge along the northern kerblines of Elmleigh Road;
 - a new raised parallel Tiger crossing facility on Elmleigh Road in the vicinity of the station access, providing a safe and convenient crossing for pedestrians and cyclists between the footbridge and the new footway and cycling facility;
 - a pedestrian and cycle priority crossing across the Civic Centre Road junction to provide a continuous route;
 - closure of the eastern access to Elmleigh Road (spur) to provide continuous walking and cycling facilities allowing uninterrupted access to the crossing and segregated cycle route and footway; and

- works to narrow the entrance to Elmleigh Road at the roundabout to discourage the use of Elmleigh Road by HGVs accessing the New Lane industrial estate, reduce vehicle speeds entering Elmleigh Road and improve the informal pedestrian crossing. an extension (circa 130 metres) to the Elmleigh Road TCF scheme in order to address a network shortfall between the Elmleigh Road TCF segregated cycle track and footway improvements and the works to NCN22 at the Elmleigh Road/Leigh Road junction.

Finance

48. The original cost estimate for this scheme was £1.77million. Approval is sought in this report to increase this value in the Capital programme to £2.155million. This is based on detailed design cost estimates which include a robust quantified risk assessment and current inflation in the construction material market.
49. The funding for the extension, estimated to be circa £404,000, would come from:
- existing TCF programme funding previously allocated to the Ladybridge Roundabout bus priority scheme - £270,000 (subject to DfT approval of Change Control); and
 - County Council Local Transport Plan Funding - £135,000.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	70	3	TCF Elmleigh Road	1,481
Client Fee	135	6	TCF Ladybridge §	270
Supervision	220	10	HBC CIL	269
Construction Land	1,730	80	LTP	135
Total	<u>2,155</u>	<u>100</u>	Total	<u>2,155</u>

§ subject to Department for Transport (DfT) approval

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	9	0.009%
Capital Charge	207	0.136%

Programme

50. The Scheme is currently projected to deliver some elements after the March 2023 spend deadline, but all DfT TCF monies will be spent by the agreed timescales.

G3 (Project Appraisal)	Tender	Construction	G4 (Post-Construction Review)
Q1 2022/ 23	Q2 2022/ 23	Q4 2022/ 23 - Q2 2023/ 24	Q2 2023/ 24

Consultation and Engagement

51. An online digital engagement event was held during October 2021 for Councillors and key stakeholders including local businesses and community groups. The event was well attended by interested parties with a good level of interaction between attendees and Officers. The scheme was well received by both County and Local Members who generally showed support for the proposals. Havant Borough Council support the scheme and the improvements to walking and cycling in the area
52. Councillors Branson, Bowerman and Pike, have expressed their support for the scheme, with Councillor Pike providing feedback on the design to the officer
53. Following the digital event, an online public engagement survey was launched which attracted 61 respondents. This is a fairly low number of responses, which needs to be taken into consideration when interpreting these findings. Separately 6 email/ letters from the public were received and 30 social media comments were received through the County Council's Facebook page.
54. Overall, respondents were supportive of all the proposals in the Elmleigh Road scheme. Full results of the online event are available at [Elmleigh Road Improvements | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/transport-and-roads) with the headlines summarised as follows:
- 70% agreed with the proposal to narrow the entrance to the roundabout at Elmleigh Road;
 - 67% agreed with the installation of a new Tiger crossing near the railway access;
 - 65% agreed with the introduction of a bi-directional segregated cycle track from the Petersfield Road crossing to the station footbridge;
 - 65% agreed with a pedestrian and cycle priority crossing on Civic Centre Rd junction;
 - 64% agreed with changing the existing Pelican crossing to a Sparrow crossing; and
 - 50% agreed with the closure of the eastern access to Elmleigh Road.
55. Following the engagement survey, amendments to the spur road have been carried out to enable construction of a wider shared use path between the

parallel crossing and the base of the railway footbridge, providing a wider, continuous, safe facility for pedestrians, cyclists and disabled users.

56. Among those who agreed with any elements of the proposed schemes (38 respondents), the most common reasons given were that the cycling and pedestrian plans were good, that safety would be improved and support for restricting HGV access to Elmleigh Road.

57. Reasons for disagreeing with some or all of the proposals, were that it would cause more congestion, that it was not needed and suggestions for how the plan should be modified.

58. The most common matters raised, together with officer mitigation are outlined in the table below:

Concern	Mitigation response
Additional congestion	<p>The scheme is not looking to improve car commuter traffic capacities or address areas with congestion. The main aim of this scheme, within the TCF objectives, is to give local residents additional options for alternative means of travel by improving the walking and cycling facilities within the local area.</p> <p>The main location where congestion is experienced at peak times is on Petersfield Road and New Road Roundabout. The change to the Petersfield Road crossing provides for cycles as well as pedestrians, the timings for the signal here show a negligible impact on the current traffic flows.</p>
Not required	<p>Walking and cycling movements have been surveyed in this location to ascertain the demand for the proposed scheme. The current demand, in conjunction with the future demand, including the ambition of Havant and South Downs College to triple the number of students arriving by active travel, means that the proposed scheme caters for the number of users that will be using the route.</p> <p>Analysis of the responses from the Public Engagement Survey indicates:</p> <ul style="list-style-type: none"> • 42% of respondents said they would travel more by bicycle. • 31% would walk more. • 28% of respondents would travel less by car, including 42% of cyclists. <p>The proposals provide enhanced routes that link with existing walking and cycling infrastructure in the area and provides opportunities for additional links highlighted in the Havant Local Walking and Cycling Infrastructure Plan (LCWIP) for implementation subject to receipt of additional funding.</p> <p>Providing safe, direct and convenient routes for walking and cycling will also attract increased use of these modes of travel.</p>
Alternative locations should be considered	<p>The Transforming Cities Fund money has been allocated by the Department of Transport to improve active travel and bus journey times within the Portsmouth and South-East Hampshire area, as defined within the Bid, and therefore cannot be spent on other road improvements projects.</p> <p>Details of the suggestions for other improvements in the vicinity of the Elmleigh Road scheme will be passed to relevant Officers for their consideration for future initiatives and funding opportunities. The alternative locations for improvements include the Havant Station Footbridge and the Leigh Road/Eastern Road/Elmleigh Road junction, the latter of which is being delivered as part of the NCN22 improvement scheme.</p>

Statutory Approvals

59. Formal traffic regulation orders (TROs) are required to implement the above improvements. The process involves giving local people an opportunity to give their views, separate to the public engagement undertaken to date. A schedule of the required TROs is in Appendix 2.
60. No planning consents are required for the delivery of the scheme, as all works are to be carried out as permitted development.
61. The introduction of raised parallel crossing within the Elmleigh Road scheme will be consulted upon in line with statutory requirements and progressed in accordance with section 23 of the Road Traffic Regulation Act 1984 as amended.
62. The conversion of existing footways into shared footways/cycleways and the provision of new cycleways will be progressed in accordance with the provisions of Sections 65 and 66 of the Highways Act 1980, with no TRO requirement

Land Requirements

63. Formal land dedication to Hampshire County Council Highways from Havant Borough Council is required for the scheme. The legal process between the parties is underway by Hampshire County Council estates and legal team in conjunction with the solicitors on behalf of Havant Borough Council. This is required to implement the segregated bi-directional cycle track and footway.

Ladybridge Roundabout – Contextual Information

64. The County Council, in partnership with Portsmouth City Council and First Bus, has a long-standing aspiration to extend and improve the existing bus priority measures on the existing Horndean - Waterlooville - Cosham bus priority corridor running along the A3, with the funding from TCF providing an opportunity to realise this aspiration.
65. Whilst there are extensive bus priority measures in place along the corridor there exist several opportunities to refresh and improve the overall performance of this infrastructure as well as introduce new bus priority measures at locations currently unserved, of which the Ladybridge roundabout on the A3 London Road is one such opportunity.
66. The main objective of the scheme is to improve the reliability of journey times along the corridor for A3 Star bus services, which will enable operators to be more confident around improving service frequencies and seeking to reduce journey times along the corridor.
67. The scheme would provide traffic signal controls operating as a bus gate on the northbound A3 London Road bus lane approach to Purbrook and updating the existing traffic signal at the end of the southbound bus lane, north of

Purbrook. This will enable buses and general traffic to merge safely at the termination of the northbound bus lane, with general traffic temporarily halted to enable buses to move into a clear section of carriageway between the end of the bus lane and the approach to the Ladybridge Road roundabout junction.

68. To facilitate the provision of traffic signals a minor realignment of the northbound carriageway on the A3 London Road, just to the south of the Junction with Purbrook Heath Road will be undertaken. In addition, the southern kerblines, splitter island, and give-way markings at the Purbrook Heath Road junction will be subject to minor amendments.
69. The scheme also includes upgrades to the signals provided at the existing southbound bus gate on the A3 London Road, thereby enabling both bus gates to be linked and enable improved co-ordination of the signal timings. The benefit of this is that it will enable the bus journey time savings to be maximised to provide gaps within the circulatory traffic at the roundabout, and so provide increased opportunity for southbound traffic to enter the roundabout, thereby reducing queues.
70. The measures proposed on the approach to the A3 London Road/ Ladybridge Road roundabout are one of a series of public transport improvement measures proposed within the Horndean - Waterlooville - Cosham corridor as part of the Portsmouth and South East Hampshire TCF programme, including the improvements at the Spur Road and Portsbridge roundabouts.
71. The package of infrastructure interventions identified are expected to deliver improvements to the reliability and punctuality of bus services, together with reductions in the level of congestion experienced by highway users. In addition, the Ladybridge scheme will assist in improving safety at the termination of the northbound bus lane by providing gaps within which buses can safely merge into the main traffic stream as it approaches the roundabout.
72. Public engagement on this scheme (detailed below) identified significant levels of objection to the scheme at both the political and public level. Comments received indicated a belief that the timing of the delivery of the TCF scheme is wrong as there is no requirement, or issues to be addressed at this time, and funding would be better invested elsewhere. The current TCF programme requires schemes to be delivered by the end of March 2023 which is in advance of the developer's major junction works planned at the Ladybridge Roundabout for the West of Waterlooville Major Development Area (MDA). It is therefore suggested that it would be better if the TCF works were delivered either in conjunction with, or after the main junction works
73. Provision of a more comprehensive scheme delivered by the developer of the MDA, that includes the current TCF scheme, could be delivered with less disruption to the network. Delivery of the TCF scheme in this way would preclude the use of the TCF funds in supporting the scheme, but developer

funding secured through Section 106 agreements for the MDA development could be used to enable the scheme to be delivered. The Section 106 funding has been set aside to cover the provision of improvements, including those associated with passenger transport infrastructure or facilities, that will improve road conditions on the network that will be affected by the proposed development traffic associated with the MDA development. The funding secured via Section 106 has yet to be fully allocated for highway improvements associated with the MDA. The proposed TCF scheme could be delivered well within the expenditure deadline associated with the Section 106 funding of 14th March 2031.

74. Consideration has been given to continuing to deliver the Ladybridge Bus Improvements scheme within the wider TCF programme of works. However, with due acknowledgement of the outcome of the engagement activity and a review of timing for delivery, it was considered that it would be more appropriate to consider an alternative approach.

Consultation and Engagement

75. Several engagement events were held with County and Borough Councillors and the wider stakeholder groups. A public engagement exercise was undertaken between July and September 2021. The Borough Council Members were generally unsupportive of the proposed bus gate scheme, commenting that the existing bus infrastructure, particularly in Purbrook centre, has led to increased queuing on the corridor and the scheme proposed here will not alleviate those problems. Further comments queried whether the scheme provided value for money, with suggestions provided around how the funding could be better spent in the local area.
76. Councillors Hughes, Wade, Patel and Ward have advised of their opposition to the scheme and their views that the funding would be better spent elsewhere, and that the scheme would cause congestion.
77. An online digital engagement event was held for Councillors (county, borough, town and parish) and key stakeholders including local businesses and community groups. The event was well attended by interested parties. Following the digital event, an online public survey was launched which attracted some 118 responses. In addition, 7 unstructured responses were received by email or letter and 55 social media comments were received through Facebook. Full results of the online event are available at [Ladybridge Roundabout: Bus Priority Measures | Transport and roads | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/ladybridge-roundabout-bus-priority-measures-transport-and-roads) with the headlines summarised as follows:
- overall, almost a quarter of respondents (23%) agreed with the proposed scheme, with 72% disagreeing. Almost two thirds of respondents (64%) 'strongly disagreed' with the proposed scheme;
 - support for the scheme was highest among current bus users, of whom almost half (48%) agreed with the scheme: 50% of bus users from within the area agreed with the scheme but 78% of bus users from outside the

area opposed it. Opposition was highest among local residents, 83% of whom disagreed with the scheme;

- of those respondents who disagreed that the proposed changes would positively impact their journeys, the main reasons were that it would not ease congestion/would make things worse (39%), that there was no need for the scheme (27%), and that the money could be better spent elsewhere (26%);
- respondents believed the proposed changes would have limited impact on their modal use, with most reporting that they would use each mode of transport the same amount as before the proposed changes; and
- respondents were invited to make any further comments or suggestions. Of these, 31% said that the proposed scheme was not a good use of money, and 9% said it could be better spent elsewhere. A fifth of respondents (19%) said that barriers to bus use are cost, reliability or frequency and that this scheme would not address these issues, therefore people were unlikely to use them more.

78. In light of the significant levels of objection to the scheme, alternative approaches have been considered, including in relation to timing. Consideration has been given to continuing to deliver the Ladybridge Bus Improvements scheme within the wider TCF programme of works. However, with due acknowledgement of the outcome of the engagement activity and a review of timings for delivery, it was considered that it would be more appropriate to consider an alternative approach where the bus gate would be delivered at a later date to support the developer funded improvements at the adjacent junction.

Climate Change Impact Assessments

79. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050.

80. Overall, the proposed schemes seek to encourage a modal shift towards active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

81. The adaptation project screening tool has assessed the schemes presented within this report and the following findings have been identified:

- Gosport Interchange is considered medium in terms of vulnerability and impact on climate variables, with its coastal location increasing the scheme's vulnerability in relation to the potential for coastal flooding and storm/ wind damage. As identified for the planning application, a flood risk assessment has been carried out due to the scheme being located

within flood risk zones 2 and 3. Full analysis, including mitigation planning is available through the flood risk assessment report included on the planning application portal;

- Elmleigh Road is considered low in terms of vulnerability and impact on climate variables.

Carbon Mitigation

82. Carbon emissions from the two projects arise from the use of highway materials to construct their schemes, e.g., concrete and steel, and from plant and equipment needed to undertake the work.
83. Carbon emissions will be mitigated by sourcing construction materials and plant locally wherever possible and prioritising the use of recycled materials where practical. On completion, the schemes will encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

Environmental Requirements

Gosport Interchange, Gosport

84. Environmental assessments have been undertaken with regards to the proposed development and were submitted as part of the planning application for the scheme:

85. The environmental assessments are summarised as follows:

- no adverse impacts are anticipated at either the Portsmouth Harbour Site of Special Scientific Interest (SSSI) or the surrounding Sites of Importance for Nature Conservation (SINCs);
- a total of 7 out of 19 trees in the area will be lost. However, the mitigation proposed has potential to significantly increase the level of canopy cover area overall by 200% within 25 years; and
- the scheme is in an area of Coastal Flood Risk and so a suitable flood warning and evacuation plan is to be provided. Proposals are resilient to occasional flooding.

Elmleigh Road, Havant

86. The Elmleigh Rd scheme has also been subject to noise and air quality screening, both of which report no adverse effects resulting from the implementation of the scheme. In addition, a Construction Management Plan will be in place to ensure any adverse effects during construction are appropriately managed. The Elmleigh Rd scheme will result in the loss of 10 trees and 75 metres of hedgerow, which is assessed as a minor impact with respect to the number of trees lost. The scheme plans will be designed to

include planting of native tree species to directly replace the tree loss. The landscape plans will also aim to improve planting of different species for ecological biodiversity and pollinator plants.

Statutory Procedures

87. Under the New Roads and Street Works Act 1991 all forward planning notices have been completed for all schemes within this report.

Maintenance Implications

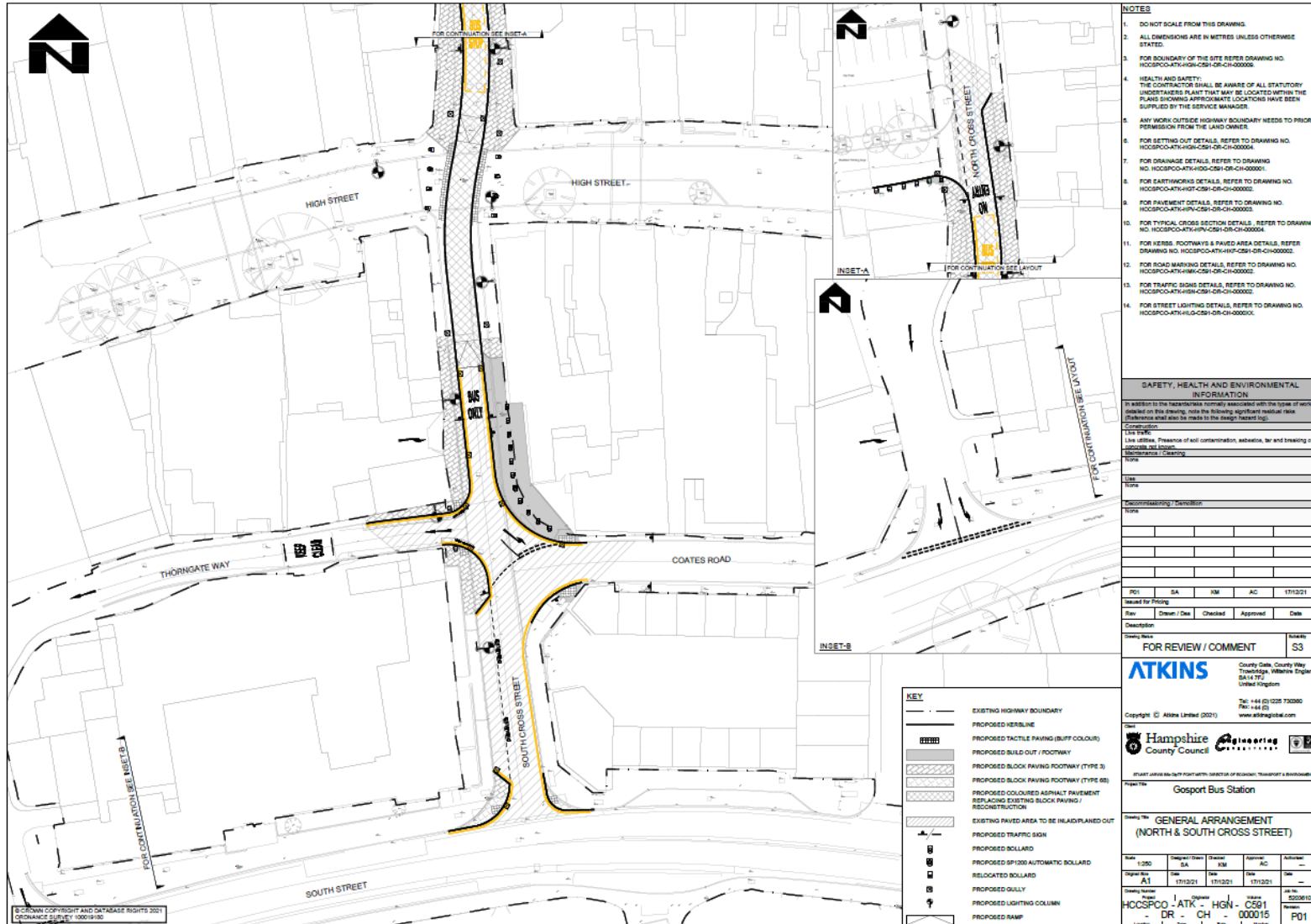
88. There will be an increase in long term maintenance liability resulting from the delivery of the above schemes of approximately £24,000 per annum. This increase should be considered when setting future annual highway maintenance budgets.
89. The design of the schemes has been refined to reduce future maintenance liability as far as possible by using robust materials and value engineering.
90. Both schemes have been subject to review in terms of asset management with respect to design principles and proposed materials.

Appendix 1: Scheme General Arrangement Drawings

Gosport Interchange (Bus Station)

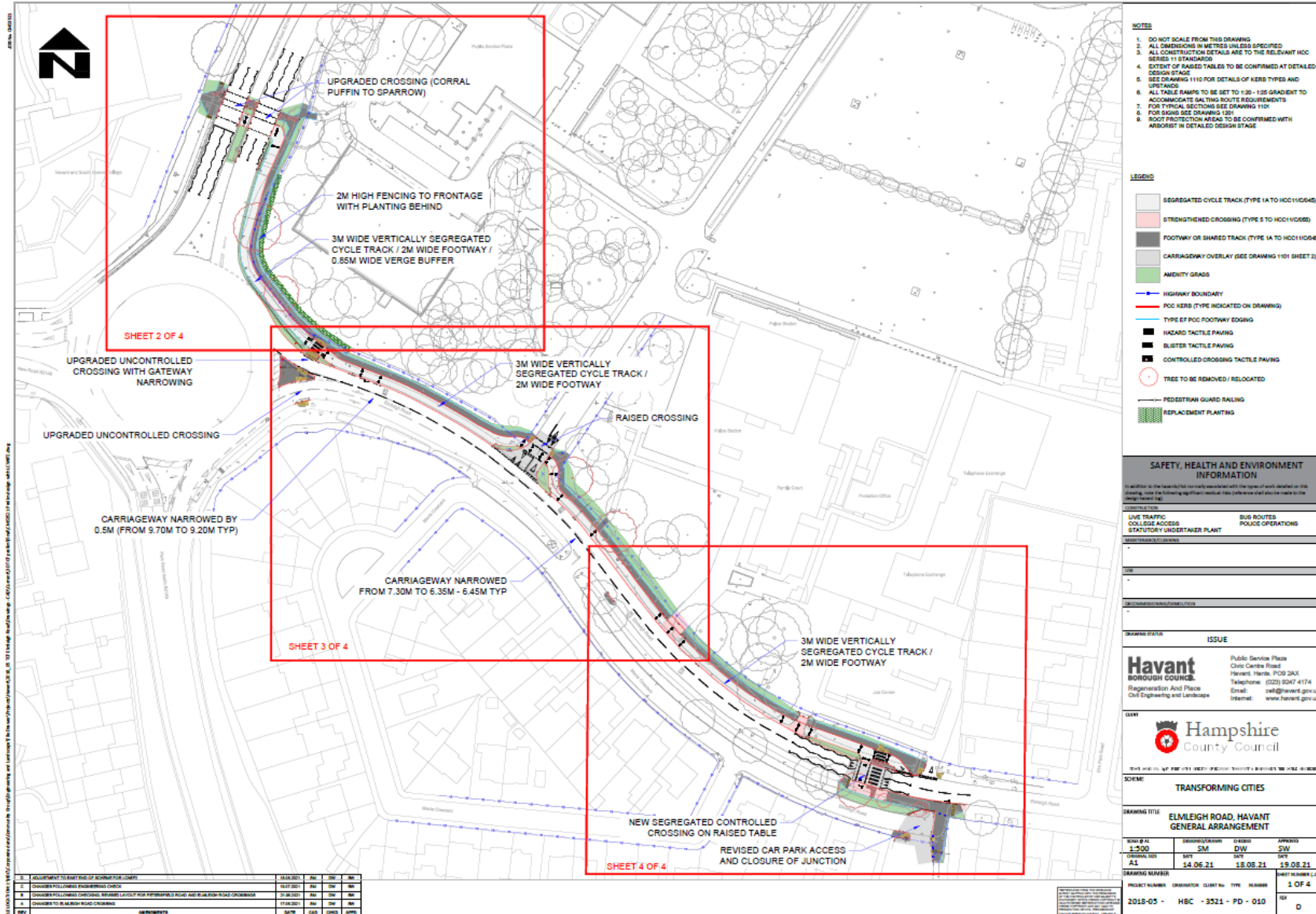


Gosport Interchange (Cross Street/ High Street)

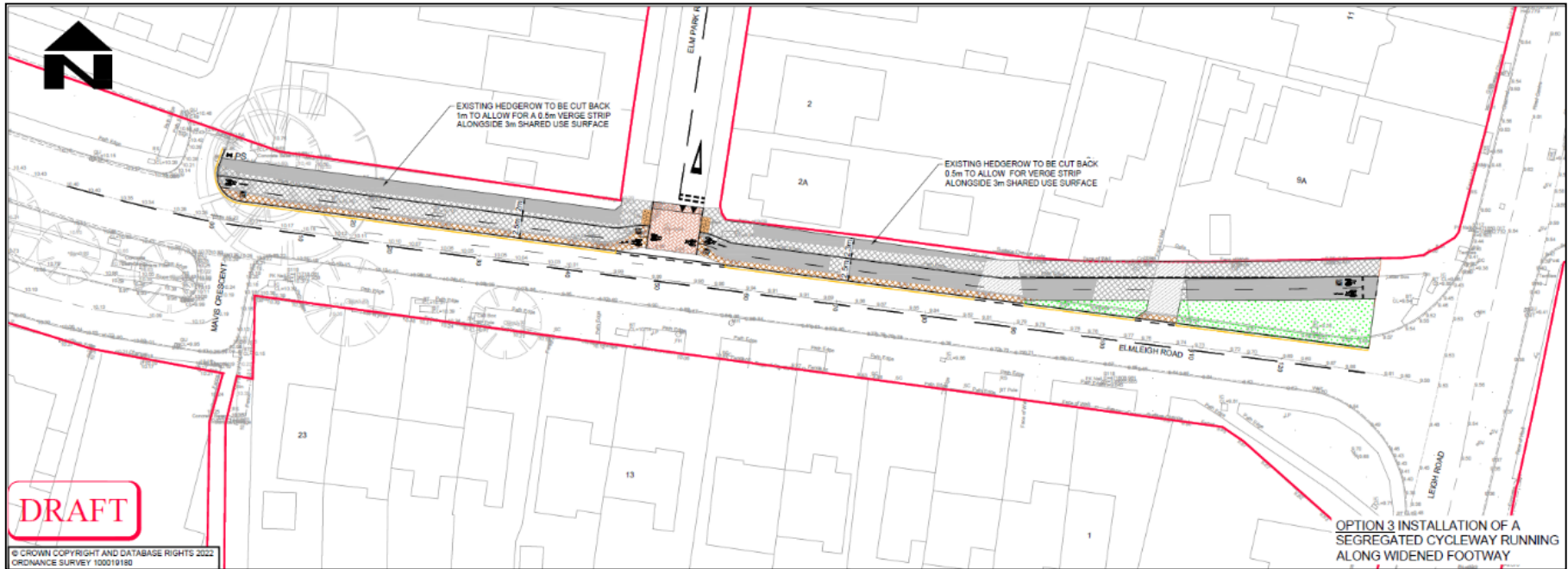


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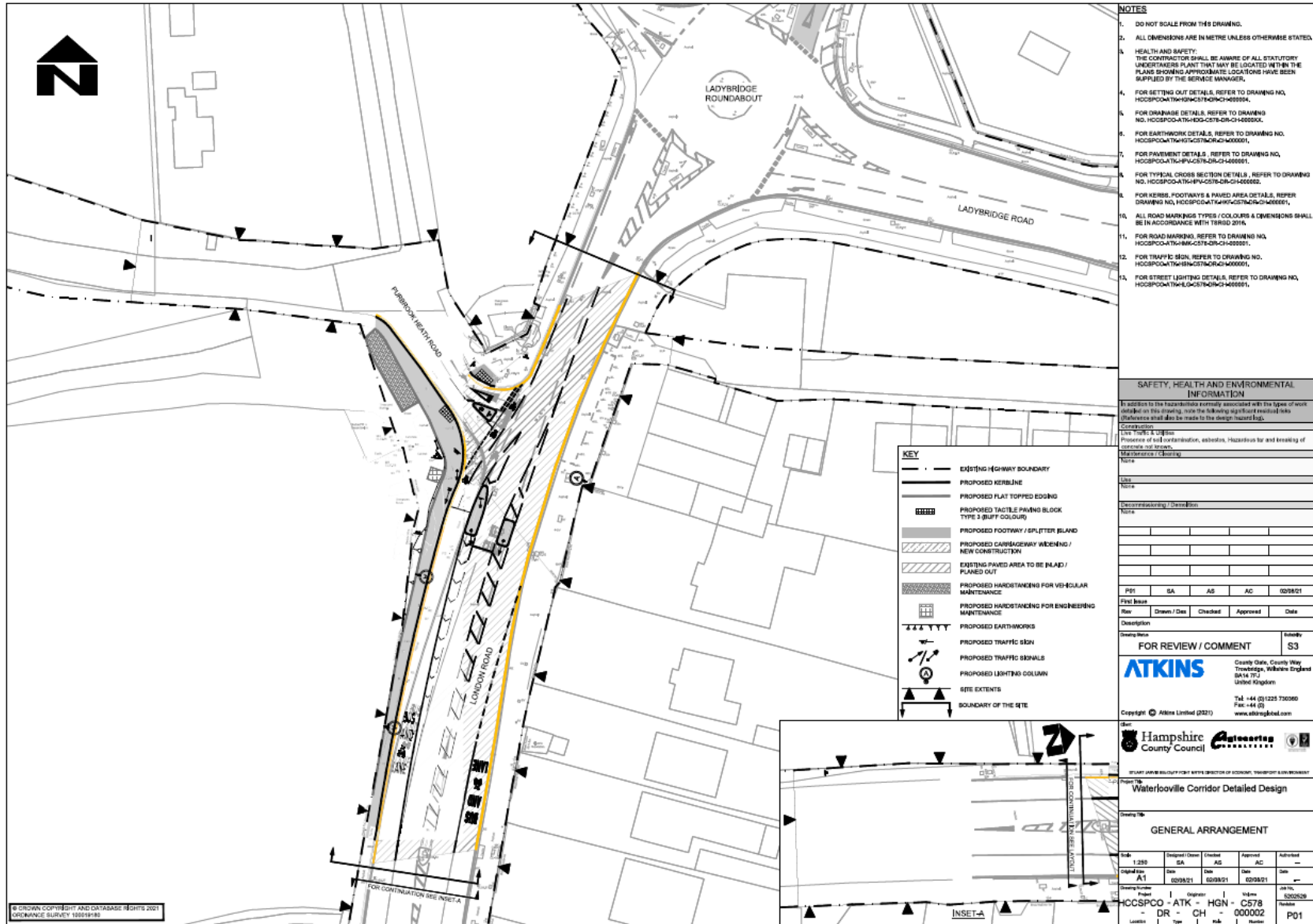
Elmleigh Road



Elmleigh Road extension to link with NCN22



Ladybridge Roundabout



- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE STATED.
 - HEALTH AND SAFETY:**
THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE PLANS SHOWING APPROXIMATE LOCATIONS HAVE BEEN SUPPLIED BY THE SERVICE MANAGER.
 - FOR SETTING OUT DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C578-DR-CH-000004.
 - FOR DRAINAGE DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C578-DR-CH-000005.
 - FOR EARTHWORK DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C578-DR-CH-000001.
 - FOR PAVEMENT DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C578-DR-CH-000001.
 - FOR TYPICAL CROSS SECTION DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C578-DR-CH-000002.
 - FOR KERBS, FOOTWAYS & PAVED AREA DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C578-DR-CH-000001.
 - ALL ROAD MARKINGS TYPES / COLOURS & DIMENSIONS SHALL BE IN ACCORDANCE WITH TRSD 2016.
 - FOR ROAD MARKING, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C578-DR-CH-000001.
 - FOR TRAFFIC SIGN, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C578-DR-CH-000001.
 - FOR STREET LIGHTING DETAILS, REFER TO DRAWING NO. HCCSPCO-ATK-HGN-C578-DR-CH-000001.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards normally associated with this type of work detailed on this drawing, note the following signboard residual risks (wherever applicable) shall also be made in the design board log.

Construction
 Live Traffic & Users
 Presence of soil, contamination, asbestos, hazardous for and breaking of concrete not shown.

Maintenance / Closing
 None

Live
 None

Construction / Demolition
 None

- KEY**
- Existing Highway Boundary
 - Proposed Kerbline
 - Proposed Flat Topped Edging
 - Proposed Tactile Paving Block Type 3 Buff Colour
 - Proposed Footway / Splitter Island
 - Proposed Carriageway Widening / New Construction
 - Existing Paved Area to be Inlay / Planed Out
 - Proposed Handstands for Vehicular Maintenance
 - Proposed Handstands for Engineering Maintenance
 - Proposed Earthworks
 - Proposed Traffic Sign
 - Proposed Traffic Signals
 - Proposed Light Pole Column
 - Site Extents
 - Boundary of the Site

PER	SA	AS	AC	02/21
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Rev	Drawn / Date	Checked	Approved	Date
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For REVIEW / COMMENT S3

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Hampshire County Council
 Autometrics

Project No: Waterlooville Corridor Detailed Design

Drawing No: GENERAL ARRANGEMENT

Rev	Issued	Checked	Approved	Submitted
1	2021	SA	AS	AC

Original Date	21	02/21	02/21	02/21
Drawn	SA	AS	AC	AS

Project | HGN - C578
 HCCSPCO - ATK - HGN - C578 - DR - CH - 000002
 Location | Type | No. | Revision | P01

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Appendix 2: List of Required TROs

Scheme	Details of TRO Location & Historic TRO's	Proposed TRO requirement
Gosport Interchange	Mumby Road Loading Bay	Formalised loading bay for goods vehicles only with no parking by taxis/ private vehicles
Gosport Interchange	Mumby Road Loading Bay	Remove existing no waiting through the loading bay
Gosport Interchange	Bus Station apron	Prohibition of driving except for buses
Gosport Interchange	South Cross Street	One-way northbound operation between the junction with South Street and Coates Road
Gosport Interchange	South Cross Street	Revised length of existing disabled bays (northbound)
Gosport Interchange	Thorngate Way	Reversal of one-way operation (eastbound → westbound)
Gosport Interchange	South Cross Street	Removal of disabled parking (southbound)
Gosport Interchange	South Cross Street/ High Street	Amendment of existing pedestrian zone to allow for bus access
Gosport Interchange	South Cross Street/ High Street	One-way operation (northbound)
Gosport Interchange	North Cross Street	Reduced extent of 20-minute short stay parking
Gosport Interchange	North Cross Street	Revised length of no waiting
Gosport Interchange	Coates Road	One-way operation (eastbound)
Gosport Interchange	The Esplanade	Revised length of no waiting (southern kerbline)
Gosport Interchange	The Esplanade	Revised length of no waiting (northern kerbline)
Gosport Interchange	The Esplanade (taxi rank/ set-down area)	One-way operation (northbound)
Gosport Interchange	The Esplanade (taxi rank/ set-down area)	All vehicles prohibited except taxis

Gosport Interchange	The Esplanade (new parking area)	20-minute parking time limit, no return within 40-minutes
Elmleigh Road	Elmleigh Road (Spur) Junction with Elmleigh Road	Prohibition of Driving where current junction is to be removed and replaced with continuous footway/shared use path.

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

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Portsmouth and South East Hants TCF Planning and Land Agreements-2021-11-18-EMETE Decision Day	<u>Date</u> Nov 2021
Direct links to specific legislation or Government Directives	
<u>Title</u> Portsmouth air quality directive Fareham air quality directive	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<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:

Equalities impact assessments (EqIA) were carried out on the individual schemes and key areas of interest for each schemes include:

The Gosport scheme EqIA identified the following:

Positive impact reported for pregnancy and maternity, age and disability as a longer crossing timer at the pedestrian crossing will allow those with slower mobility (e.g. those with push chairs, walking sticks) to cross before traffic is released. Also a new bus stop drop off point on North Cross Street provides better access to the High Street shops for those with low mobility.

Positive impact reported for poverty due to the aims of the TCF programme. As the scheme improves infrastructure for bus and sustainable travel, it will

benefit groups that are more likely to travel by these means if they cannot afford or are unable to utilise private vehicle use. Without the use of private vehicle use, these groups would most likely utilise sustainable travel modes or public transport and by improving the infrastructure for sustainable travel and bus journey times, this will improve all modes utilised by people within the group.

The Elmleigh scheme EqIA identified the following:

Positive impact reported for Age, disability, poverty, and pregnancy due to the aims of the programme. As the scheme encourages a modal shift to walking and cycling, it will benefit groups that are more likely to travel by these means such as older and younger people and women, and those who cannot afford or are unable to utilise private vehicles, all of whom are more likely to travel on foot. Any increase in walking and cycling should also result in health benefits, and over time a reduction in car use will improve air quality with particular benefits for individuals with disabilities exacerbated by air pollution. With the inclusion of the segregated cycle path and improvements to crossings this will improve journey safety for college age young adults (16yr - 21yrs) as the improvements fall directly outside the school and along the route used by the college. The safety improvements by widening of the footway and including the segregated cycle way will improve the infrastructure for disability groups as it will allow additional space within the footway for wheelchairs and mobility aids and improved surfaces at the crossings. Improved crossings will also allow adequate space for mobility users and push chairs to cross and allow sufficient time to do so before.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	12 May 2022
Title:	Project Appraisal: Hartford Bridge Flats Junction Improvement Phase 2
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 0370 779 3370

Email: james.laver@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide details of the scheme to provide a fourth arm at the A30/A327 Hartford Bridge Flats roundabout junction, and seek approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment, approves the Project Appraisal for the Hartford Bridge Flats Junction Improvement Phase 2 scheme, as set out 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 improvements proposed within the Hartford Bridge Flats Junction Improvement Phase 2 scheme, as set out in this report, at an estimated cost of £2.121 million to be funded from Section 106 Developer Contributions, Local Transport Plan funding and the Highway Tree Removal Compensation budget.
4. That authority to make arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
5. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Hartford Bridge Flats Junction Improvement scheme to be implemented.

Executive Summary

6. This paper sets out the full details of the scheme to connect Blackbushes Road to the existing A30/A327 roundabout junction, by realigning the existing Blackbushes Road south of the A30 to create a fourth arm to the roundabout

and thereby complete the construction of an all moves junction. The proposal also includes the planting of approximately one hectare of natural woodland between the existing road alignment and the new road, resulting in a net gain of over 600 trees.

7. A joint funded Hampshire County Council and Department for Transport Pinch Point Programme improvement scheme to replace the original staggered junction arrangement with a three-arm roundabout solution was completed in May 2015. However, the scheme provided only a partial solution and a second phase - the subject of this proposal - is therefore required to complete the scheme to ensure that the full benefits can be realised.
8. The completion of an all-moves junction will reduce journey times for traffic passing through the A30/A327 and Blackbushes Road junctions, and consequently this will reduce emissions to the environment through a reduction in total vehicle miles travelled on the network and a reduction in congestion on the approaches to these junctions. This scheme adds value to the Phase 1 three-arm junction project, by enabling the full realisation of the benefits, particularly road safety benefits and journey time/distance reductions.
9. As detailed in a report to the Executive Member for Economy, Transport and Environment, titled Hartford Bridge Flats Junction Improvement Scheme: Project Update (March 2021), the proposed development requires planning permission. Approval to progress with detailed design work and subsequently submit a planning application was confirmed at Decision Day on 11 March 2021. The Planning Application was validated on 26 January 2022 and planning consent was granted on 20 April 2022. With planning consent now secured, approval is sought to proceed with the procurement and delivery phases of the project.

Contextual information

10. The A30/A327 Hartford Bridge Flats junction is located centrally within Hart district and is recognised as an important node linking towns in Surrey and Hampshire to Reading, the Thames Valley and beyond. A joint funded Hampshire County Council and Department for Transport Pinch Point Programme improvement scheme to replace the existing staggered priority-junction arrangement with a three-arm roundabout solution was completed in May 2015. However, the original scheme provides only a partial solution, as time constraints linked to the Pinch Point funding window precluded the provision of a fourth arm within Phase 1 of the scheme, due to the requirement for land acquisition. A second phase is required to complete the scheme to ensure that the full benefits can be realised.
11. The addition of a fourth arm on the A30/A327 Hartford Bridge Flats Junction will provide direct access for traffic seeking to travel southbound on Blackbushes Road when approaching from the north or the west. It will also provide direct access for northbound traffic on Blackbushes Road seeking to travel on the A30 eastbound. Significant journey time savings are expected to result from the removal of the need to U-turn at the A30 Blackbushe Roundabout, as there are approximately 240 vehicles making a U-turn in the AM peak hour and 290 in the

PM peak hour alone. This traffic causes significant delay to vehicles on the A30 westbound and the Blackbushe Airport access. In addition, journey time savings are expected for the traffic that currently no longer needs to U-turn, and estimates are that in the AM peak hour this would equate to be approximately 300 vehicle minutes saved, with a corresponding saving of 360 vehicle minutes in the PM peak hour. These manoeuvres currently add pressure along this important secondary link to the M3 in this area.

12. This proposal completes the original scheme and enables the realisation of the full potential benefits. The scheme aims to improve network efficiency and journey times to areas of employment and to accommodate future development, to help promote increased local and regional growth and investment. Locally, the scheme will support employment at Blackbushe Airport adjacent to the junction as well as other enterprises using the Blackbushes Centre, thereby contributing to the economy of the local area and supporting proposed innovation and development in the Hart District Local Plan. Regionally, the measures support spatial focus and place-based growth by improving transport network efficiency, easing congestion, and removing barriers to business growth and investment.

Scheme details

13. The scheme will create a new section of road linking Blackbushes Road directly to the A30/A327 roundabout junction. This will create a fourth arm on the roundabout, which will replace the existing A30/Blackbushes Road priority T-junction that is currently located approximately 35m to the east of the A30/A327 roundabout. Blackbushes Road to the south of the A30 will be realigned over a length of approximately 240m, and to the south this, an additional 60m of resurfacing will be completed, to replace the road surface around the existing traffic signals on Blackbushes Road. Road markings will be revised and refreshed over the full scheme extents. Some utility diversions are required along the south side of the A30 to facilitate the construction of the fourth arm of the roundabout. A general arrangement layout plan is included in Appendix 1.
14. The old section of Blackbushes Road will be closed to traffic, the existing road will be broken up, and topsoiled/replanted with site-won material and low-level planting, which will minimise the impact of the scheme on local biodiversity. Tree clearance is required to prepare the route of the new alignment, requiring the loss of 19 trees. The loss of these trees will be offset through re-planting within the area of land between the existing road alignment and the new road. The proposal is to plant this area (approximately 630 new trees over one hectare) with a mix of species that will initiate the transition of the area to a natural woodland. Further details on the ecological and arboricultural impacts and mitigation are described subsequently within this report.
15. Existing lighting on the old road will be removed and new lighting will be installed on the realigned section of carriageway. The new lighting will be to an improved

standard using LED lamps to provide greater energy efficiency and reduced requirement for routine maintenance.

16. Highway drainage from the new road area will be via a sustainable drainage system, in the form of a swale located along the west side of the new road. The swale will store surface water runoff and dispose of it by infiltration. At the northern end of the new road, the highway drainage connects to the existing drainage system on the south side of the A30. Adjacent to the swale, a steel palisade boundary fence will be erected along the new highway boundary, positioned outside of the publicly maintainable highway and within the adjacent privately owned land to the west of the site.
17. Due to the remote location and the high-speed nature of the roads there are no dedicated facilities for cyclists and pedestrians at present and significant future levels of pedestrian or cycling activity are not expected.

Finance

18. It is estimated that the total scheme will cost approximately £2.121 million. It is planned that this will be funded by £1.621 million of S106 Developer Contributions, £23,000 from the Highway Tree Removal Compensation budget, with the remainder, approximately £477,000, from Local Transport Plan (LTP) funding.

19. <u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design and Supervision Fee	387	18	LTP	477
Client Fee	69	3	Developer contribution	1,621
Construction	1,601	76	Highway Tree Removal Compensation	23
Land	64	3		
Total	2,121	100	Total	2,121

20.

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	3	0.003%
Capital Charge	204	0.134%

Programme

21.

	Gateway Stage			
	3 – Project Appraisal	Start on site	End on site	4 – Review
Date	May 2022	September/October 2022	February 2023	February 2024

Departures from Standards

22. No departures from standard are proposed.

Consultation and Equalities

23. The Local County Council Member, Cllr Tim Davies, has been briefed on the scheme proposals.

24. As consultees to the Planning Application for the proposed development, Hart District Council has raised no objection, whilst Eversley Parish Council and Hartley Wintney Parish Council commented in support of the application.

25. A public exhibition was held in 2014 for Phase 1 of the project which was well supported by local businesses and residents. The realignment of Blackbushes Road as a fourth arm onto the roundabout was included in this exhibition and shown as a potential Phase 2. A period of public consultation on the Planning Application for the proposed development was effective from 4 February 2022 to 4 March 2022. During this period, no objections were received from members of the public or local businesses.

26. The completed scheme will deliver road safety benefits to all road users, particularly with the traffic manoeuvre to exiting Blackbushes Road onto the A30 becoming easier via the roundabout when compared to negotiating the current

priority T-junction. The scheme may therefore be of benefit to those with longer perception/reaction times, which may include older drivers. Aside from this, the scheme is considered to have a neutral impact on groups with protected characteristics.

Climate Change Impact Assessments

27. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Carbon Mitigation

28. In the short-term during construction, carbon emissions from this project arise from the manufacture of the new infrastructure to be constructed. Bitumen and cementitious based materials will be used for the carriageway with concrete kerbing. Traffic signs and lighting materials are mainly aluminium with steel posts and concrete foundations. The provision of all materials will be to industry standard. The replacement of street lighting is estimated to reduce electricity usage through efficient lighting design and low voltage LED lamps. Transporting materials and resources to site will generate CO₂ emissions as will the operation of plant during the works. Carbon emissions will be mitigated using recycled materials where practicable and using manufactures with a focus on efficient low carbon manufacturing methods. The existing road will be broken up, but the material will remain in-situ, which will remove the carbon emissions associated with transporting this material off-site. Additional impacts from this project arise from the site clearance and tree loss. There will be no further carbon emissions generated by the infrastructure upon completion of the works other than for maintenance, replacement of infrastructure as part of general routine maintenance or to address defects.
29. The output from the carbon mitigation tool does not consider the long-term benefits that the scheme will deliver. The scheme will reduce traffic congestion and vehicle miles travelled on the road network, thereby reducing long-term emissions from vehicle traffic. It also does not consider the other mitigation factors such as the proposed significant net increase in tree numbers and canopy cover that will be delivered as part of the project, and the longer-term environmental benefit that this provides.

Climate Change Adaptation

30. The Adaptation Project Screening Tool has assessed the scheme as somewhat vulnerable to exposure to severe weather and to extreme heat events but no more so than any other highway asset within the County. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets

are widely used on the highway network and installed to Hampshire County Council standard details.

31. The road has been designed to avoid surface water ponding, and the scheme utilises a sustainable drainage system (SuDS) to dispose of surface water runoff. The drainage has been designed to withstand a 1:100-year storm plus a 40% increase in storm intensity to allow for climate change. The surrounding landscape is flat and comprised primarily of forestry land, through which surface water will infiltrate.
32. During prolonged periods of high temperatures and under extreme storm and wind conditions, a medium level of vulnerability is assumed, primarily relating the tree planting associated with the works. During prolonged periods of high temperatures some trees may be susceptible to drought (although any tree loss within the scheme's 5-year establishment period will be replaced). During extreme storm/wind conditions, there is an increased risk of tree loss. The replanting delivers a significant net benefit in terms of canopy cover and tree numbers over the existing situation, therefore whilst new trees may be lost due to wind, the impact of any that are lost is no greater than the current situation.
33. The scheme supports three Hampshire County Council Strategic Priorities:
 - a. 'Maintaining strong and resilient economic growth and prosperity'; by improving network efficiency and journey times on routes to areas of employment and areas of future business growth and investment.
 - b. 'People in Hampshire live safe, healthy and independent lives'; by providing significant road safety benefits through the removal of the existing priority T-junction at A30/Blackbushes Road and reducing the high-frequency of U-turning traffic on the existing A30 roundabouts.
 - c. 'People in Hampshire enjoy a rich and diverse environment'. The scheme seeks to plant approximately 1 hectare of natural woodland in space currently occupied by plantation forestry. The result over the long term is a net environmental and ecological benefit over the existing situation. The scheme will also bring air quality improvements by easing congestion and reducing unnecessary vehicle mileage on the network.

Statutory Procedures

34. Under Schedule 2, Section 3 of the Town and Country Planning Act, the proposed development requires planning permission. On 11 March 2021, the Executive Member for Economy, Transport and Environment gave authority to progress the necessary planning application. Following completion of detailed design work, a Regulation 3 Planning Application was submitted to Hampshire County Council Strategic Planning, as Local Planning Authority, which was validated on 26 January 2022. Planning consent was granted at Hampshire County Council Regulatory Committee on 20 April 2022.
35. The route of the old road will be subject to a Traffic Regulation Order which will introduce a prohibition of motor traffic and pedal cycles over the full extent. The

necessary TROs will be promoted and processed through established procedures. The route of the old road shall not be stopped up as it does retain a highway purpose, in that it provides necessary space within the highway to deliver the necessary environmental mitigation to offset the impacts of the scheme.

36. The necessary temporary traffic signals approval and Streetworks Permit will be arranged prior to the commencement of the works, noting that this work is taking place on the M3 diversion route.

Land requirements

37. To implement the scheme, Hampshire County Council will need to acquire the freehold interest of approximately 4,500m² of land within which the new road will be located. The Elvetham Estate owns the freehold interest in the land, and CEMEX holds a mineral extraction lease. Terms have provisionally been agreed (subject to contract) with both parties to enable the required land to be transferred to the County Council. The land will be transferred from the current landowner to Hampshire County Council and held for highway purposes.
38. To deliver various elements of the works near the new highway boundary, primarily the erection of a new security fence along the highway boundary as an agreed term of the land acquisition, there is a requirement for the County Council to enter into a licence agreement with the landowner. The licence agreement will be temporary for construction purposes only.
39. These agreed terms for acquiring the subject land were approved on 1 December 2020 by the Assistant Director (Property Services) under powers delegated by the Executive Member for Policy and Resources. The land transaction and licence agreement have been on hold until such time as the proposed scheme received planning consent. Following confirmation of planning consent, the land transaction and licence agreement shall be completed prior to the commencement of works.
40. Aside from the land requirements mentioned, the remainder of the land required for implementation of this scheme is within the extents of the existing highway boundary.

Ecology and Arboriculture

41. An Ecological Appraisal prepared in November 2021 identified that the site supports degraded heathland habitat of low to moderate ecological value; and makes recommendations to ensure no overall net loss of biodiversity. The recommendations relate to a) the methods for reinstatement of the existing road to vegetation following completion of new road construction, to ensure that the development will have a net neutral or positive impact on biodiversity, and b) methods for site vegetation clearance to minimise the impact on breeding birds and reptiles. These recommendations will form part of the construction contract.

42. An Arboricultural Impact Assessment completed in April 2021 concluded that delivery of the project necessitated the removal of 19 trees; 13 category 'C' (primarily early-mature pine plantation trees within the private land to the west of the proposed new road) and 5 Category 'B' (mostly mature oaks along the edge of the existing road). The report recommends mitigation planting to achieve at least 900m² of canopy cover within the next 10-20 years, equating to approximately 18 medium species trees or 47 small species trees.
43. Replanting proposals have been developed to mitigate the loss of these trees and canopy cover, and in addition, the proposals seek to provide significant further enhancement. The area available for new planting between the existing road alignment and the new road is approximately one hectare (10,000m²). The proposal is to plant the area with a mix of species that will initiate a transition of the area to a natural woodland. This includes a total of approximately 630 new trees are to be planted, including species such as silver birch, oak, hazel, and hawthorn. Once the trees are past the initial establishment phase, future intervention will be minimal.
44. In early 2021, prior to completion of the land transaction associated with the scheme, the adjacent landowner/leaseholder completed works to clear-fell the adjacent land to the west of the site, as part of its commercial activities. This resulted in the removal of the 13 Category C trees identified in the Arboricultural report. The other 5 trees requiring removal, those currently within the highway boundary, would be felled during the County Council's construction works.

Maintenance Implications

45. Hampshire County Council Highways Asset Management has been consulted on the proposals and has agreed to the standard of highway materials being used. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £3,000 per annum.

Conclusions

46. The scheme aims to improve network efficiency and journey times to areas of employment and to accommodate future development, to help promote increased local and regional growth and investment. The measures support spatial focus and place-based growth by improving transport network efficiency, easing congestion, and removing barriers to business growth and investment.
47. The junction improvement will reduce journey times for traffic in the local area, and reduce congestion around the existing A30 roundabout, thereby delivering air quality benefits. This project adds value to the original 3-arm roundabout scheme in terms of enabling the full realisation of benefits for the completed scheme, particularly road safety benefits and journey time/distance reductions. With planning consent now secured, approval is sought to proceed with the procurement and delivery phases of the project.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Hartford Bridge Flats Junction Improvement Scheme: Project Update to Executive Member for Economy Transport and Environment	<u>Date</u> 11 March 2021
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

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

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:

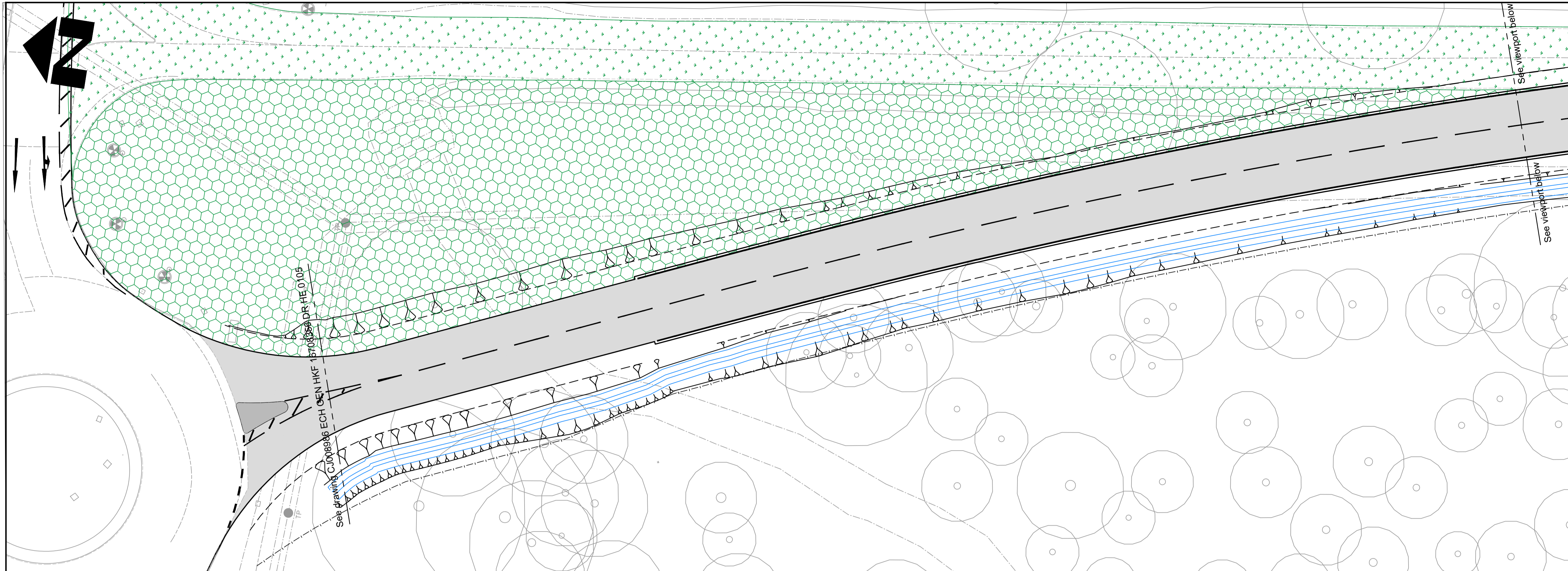
- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing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

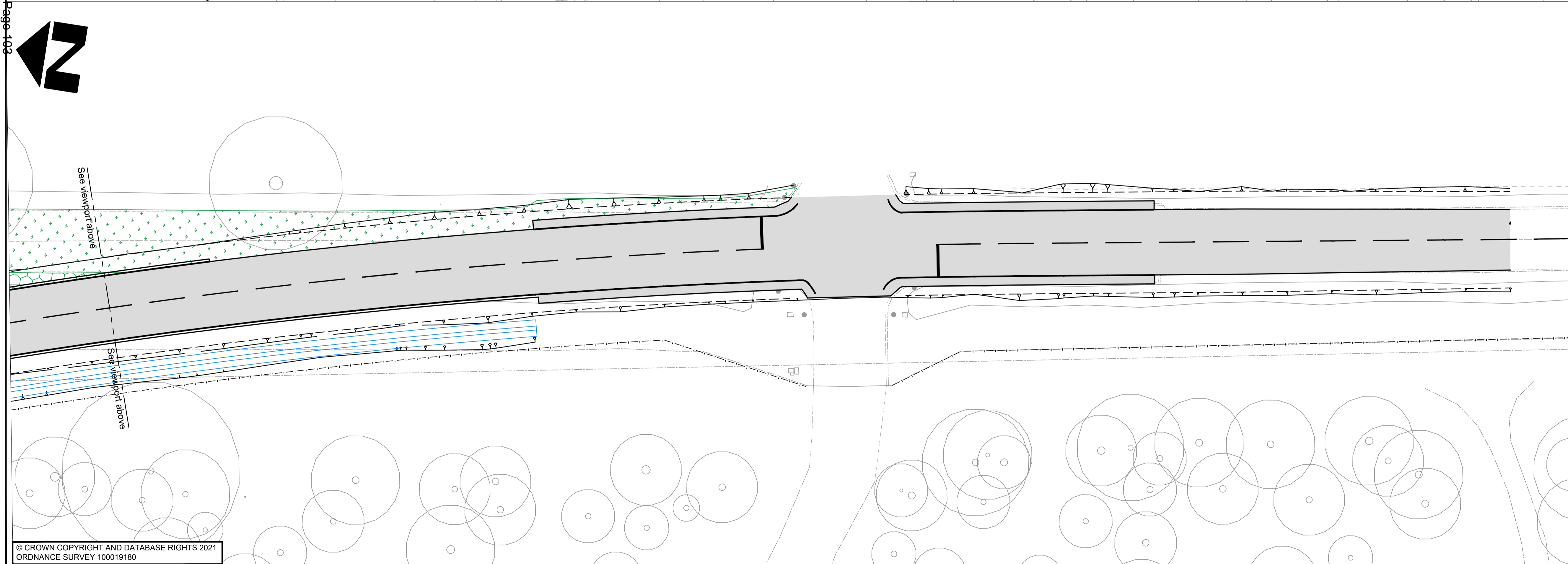
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Aside from this, the scheme is considered to have a neutral impact on groups with protected characteristics.

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 - PROPOSED TRAFFIC ISLAND. FOR DETAILS SEE C/J008986 ECH HKF 16708356 DR HE 1101
 - PROPOSED SWALE DRAINAGE. FOR DETAILS SEE DRAWING C/J008986 ECH HDG 16708356 DR HE-0501
 - PROPOSED STEEL PALISADE FENCING. FOR DETAILS SEE DRAWING C/J008986 ECH HFE 16708356 DR HE-0301
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 - PROPOSED MIXED REPLACEMENT TREE PLANTING AND HEATHER / HEATHLAND PLANTING. FOR DETAILS SEE DRAWING SS21150
 - PROPOSED ROAD MARKINGS. FOR DETAILS SEE C/J008986 ECH HMK 16708356 DR HE 1201 AND C/J008986 ECH HMK 16708356 DR HE 1202



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ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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

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

DESIGNER: JM
SCALE @ A1: 1:250
DATE: 28.06.2021
SHEET NUMBER: 1 OF 1
APPROVED: IMS

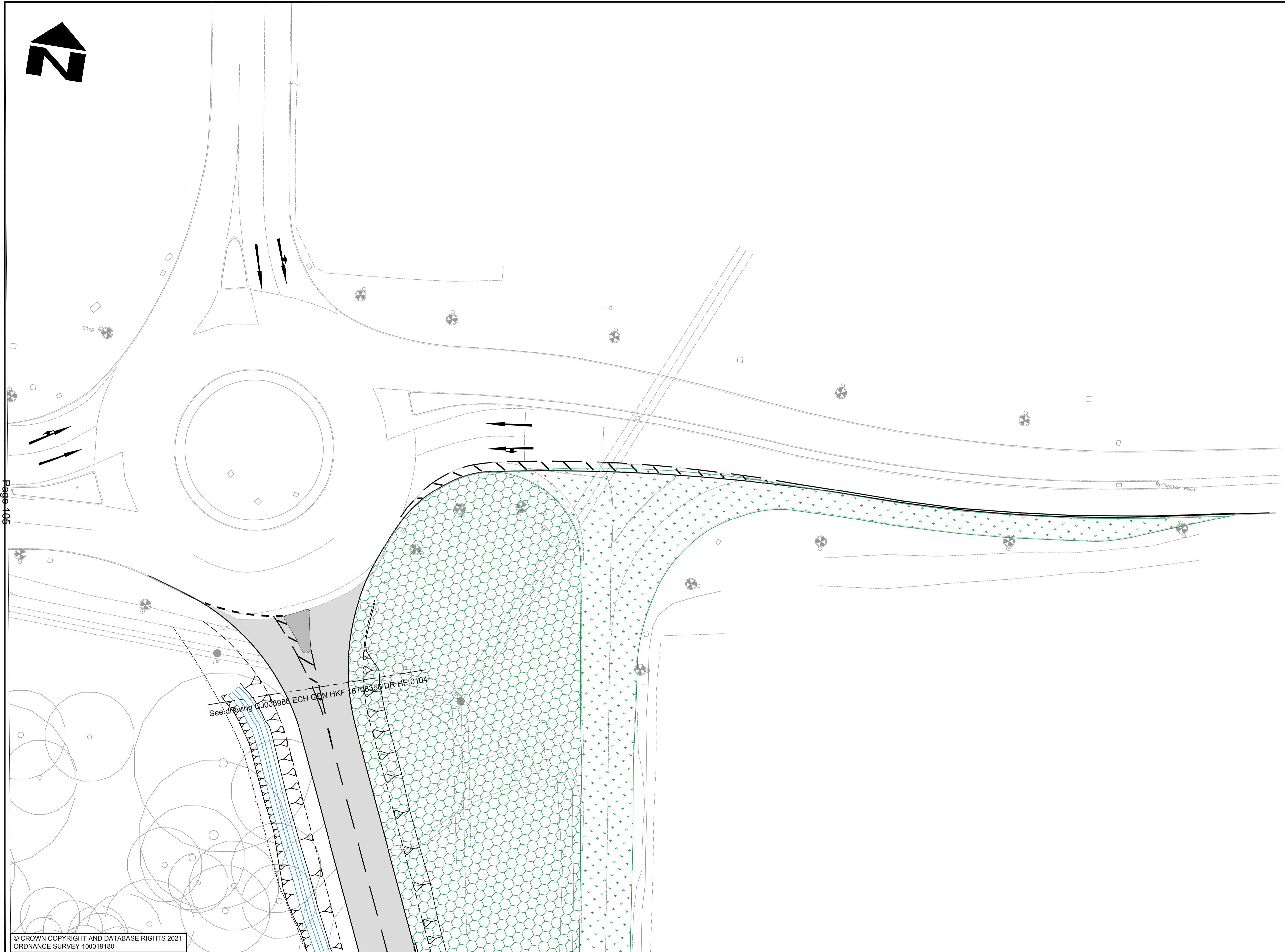
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JOB No. C.J008986.01

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ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

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

DESIGNER JM	SCALE @ A1 1:250	SCHEME HARTFORD BRIDGE FLATS FOURTH ARM	DRAWING TITLE GENERAL ARRANGEMENT
CAD JM	DATE 28.06.2021		
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APPROVED IMS	DRAWING NUMBER CJ008986-ECH-GEN-16708356-DR-HE-0105	SUIT S4	REV P01

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	12 May 2022
Title:	Flood and Water Catchment Management Plans
Report From:	Director of Economy, Transport and Environment

Contact name: Vicki Westall

Tel: 0370 779 9552

Email: vicki.westall@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval from the Executive Lead Member for Economy, Transport and Environment to adopt the draft Hampshire Flood and Water Catchment Management Plans (FWCMPs) and to undertake public consultation on the FWCMPs to allow for input on their contents from a wider audience.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the draft Hampshire Flood and Water Catchment Management Plans (FWCMPs) (attached to this report) for public consultation for a period of 6 weeks.
3. That authority is delegated to the Director of Economy, Transport and Environment to make minor amendments to the draft Hampshire FWCMPs as required by the outcome of the public consultation, and to adopt the Hampshire FWCMPs subject to there being no unresolvable representations, in consultation with the Executive Lead Member for Economy, Transport and Environment.

Executive Summary

4. This paper sets out the County Council's strategic approach to flood and water management in Hampshire and how this is being achieved.
5. Following the adoption of the updated Hampshire Local Flood and Water Management Strategy in August 2020, the County Council has developed a suite of documents which are designed to highlight and prioritise areas within each river basin catchment which are most vulnerable to flood risk.
6. The draft Hampshire Flood and Water Catchment Management Plans (FWCMPs) identify these areas and provide specific policies that complement the Hampshire Local Flood and Water Management Strategy and strengthen

planning and consenting processes to reduce flood risk within these prioritised areas.

Contextual information

7. Under the Flood and Water Management Act (2010), Hampshire County Council became the Lead Local Flood Authority (LLFA) for Hampshire. In accordance with the legislation, all LLFAs across the country are required to produce a Local Flood Risk Management Strategy.
8. Under the act, the Strategy must specify:
 - risk management authorities within that area;
 - their flood and coastal erosion risk management functions and objectives for managing flood risk;
 - measures proposed to achieve those objectives;
 - how and when the measures are expected to be implemented;
 - costs and benefits and funding sources assessment of local flood risk;
 - how and when the strategy is to be reviewed; and
 - how the strategy contributes to the wider environmental objectives.
9. The County Council's updated Local Flood and Water Management Strategy (LFWMS)¹ was adopted in August 2020. The Strategy responds to significant local and national developments in strategy and partnership working including:
 - the emergence of the 25 Year Environment Plan and Environment Act (2021);
 - the declaration of a Climate Change emergency;
 - changes in the regulatory and long-term planning framework for water;
 - increasing concern for water quality; and
 - the impacts and implications of coastal changes.
10. The Strategy therefore marks a step change in the County Council's thinking towards flood risk management by setting this within the context of a broader approach to flood and water management. There are three key parts to that approach:
 - water stewardship;
 - nature-based solutions; and
 - catchment-based approach.
11. Water stewardship is about a concern for the whole of the water cycle recognising that there is a complex inter-relationship between flood events, drought conditions and water resource challenges. This requires an integrated management approach with the potential to provide multiple benefits across the economy, society and the environment. For example, improving capacity for

¹ [local-flood-water-management-strategy.pdf \(hants.gov.uk\)](https://www.hants.gov.uk/local-flood-water-management-strategy.pdf)

attenuation and winter storage of water particularly in groundwater flood conditions to offset increased demand in drier months.

12. This joined-up approach to the stewardship of water resources is of particular relevance to the South-east of England which is one of the most water stressed regions in Europe. The majority of Southern Water's supply comes from groundwater (70%), predominantly from the chalk aquifer which is widespread across the region. Because of the predominance of groundwater sources, rainfall during autumn and winter is critical to the recharge of the aquifer and therefore the availability of water resources across the region. It is this same seasonal pattern that drives the incidence of groundwater flooding. Reflecting its interest in this matter, the County Council has responded to water industry consultations including the Water Resources South East Regional Plan.² The Plan sets out how the water environment could be used in the most sustainable way, improves the environment and ensures greater resilience to climate change, whilst providing the water needed to supply the region's growing population. The County Council is also working closely with the regional water companies (Southern, Thames and Wessex) on the development of the Drainage and Wastewater Management Plans (DWMPs). DWMPs are new plans that set out how water and wastewater companies intend to extend, improve and maintain a robust and resilient drainage and wastewater system. The Environment Act (2021)³ has now made drainage and sewerage management planning a statutory duty.
13. The new Environment Act also drives forward an approach that places natural capital and nature as an essential part of tackling climate change through nature-based solutions such as sustainable farming, catchment delivery, and tree and woodland planting. These in turn enable broader environmental benefits. For example, carbon sequestration, nutrient cycling, flood risk management, recreation and amenity. There is growing recognition of the important role that natural systems can play in improving water services and securing better outcomes for society and the environment. Catchment and nature-based solutions featured prominently in the 2021 Review of the Water Industry National Environment Programme (WINEP)⁴, and the National Flood and Coastal Erosion Risk Management Strategy for England.⁵ The Strategy sets out the contribution they can play in achieving climate resilient places particularly at a community led, river catchment scale, and improving water supply and quality.
14. An approach to the management of the water environment based upon the river catchment, rather than one based on administrative boundaries, is known as a catchment-based approach⁶ and enables a more integrated multi-agency response, in active partnership with local communities. The approach recognises that measures in one part of the catchment could affect flood risk within another part. Many of Hampshire's rivers, including the internationally

² [Water Resources South East \(engagementhq.com\)](https://www.engagementhq.com)

³ [Environment Act 2021 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

⁴ [Review of the water industry national environment programme \(WINEP\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

⁵ [Environment Agency – National Flood and Coastal Erosion Risk Management Strategy for England \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁶ [About CaBA - CaBA \(catchmentbasedapproach.org\)](https://www.catchmentbasedapproach.org)

important River Test and River Itchen, rise and fall within the county. This provides a unique opportunity to develop a holistic system management approach. The catchment-based approach also acknowledges that flooding is rarely from a single source, it is usually multi-sourced and therefore the responsibility of multiple agencies. The County Council works closely with the network of catchment partnerships across Hampshire to look at the water environment in terms of all the ecosystems services connected to a healthy catchment and aim for better integration of planning and activities to deliver multiple benefits. The partnerships are key to the catchment-based approach.

15. The principles of water stewardship, nature-based solutions and a catchment-based approach are brought together by Policy 2 of the Hampshire LFWMS. The policy sets out the County Council's intention to develop a catchment approach to flood and water management and to prepare prioritised river catchment-based flood management plans for each of the 18 catchment areas across Hampshire. The new plans will replace the existing Surface Water Management Plans (SWMPs) which follow administrative boundaries rather than catchment areas, and do not cover the whole of Hampshire. The SWMPs also do not consider water management in its widest sense and do not benefit from the information and experience gathered from recent flooding incidents including the events of winter 2013/14. The current Groundwater Management Plan will also be substantially replaced by the new plans, however, because groundwater does not conform wholly to the river catchment areas it is proposed that an overarching statement is retained.
16. The new Plans, known as Flood and Water Catchment Management Plans (FWCMPs), identify areas that are at risk of flooding, and seek to understand how and why the catchment floods, so that communities and flood risk management partners can co-ordinate flood risk reduction activities. They provide the basis for developing short-, medium-, and long-term approaches to managing flood risk. The plans sit below the overarching Strategy and help meet the County Council's requirements as a LLFA.
17. The 18 catchment areas within Hampshire are:
 - Loddon East;
 - Loddon West;
 - Meon/Wallington;
 - Itchen;
 - Lower Test;
 - Middle Test;
 - Upper Test;
 - Lavant;
 - Hamble;
 - Wey Western;
 - Wey Eastern;
 - Monks Brook;

- Rother;
 - Enbourne;
 - Lymington;
 - Avon;
 - Avon Water; and
 - Beaulieu.
18. Using known data including historic flooding, sources of flooding, number of houses at risk, presence of strategic infrastructure and vulnerability of residents, the catchment planning process has determined which sub-catchments of each river basin catchment are at most risk from flooding and therefore a priority within the relevant catchment plan.
19. The FWCMPs set out 11 new policies which identify what the County Council, working with its partners, will do to reduce flood risk in the priority areas across Hampshire. The policies relate to the County Council's powers held under the Flood and Water Management Act (2010) and the Land Drainage Act (1991) and some or all are to be applied in each priority area. In prioritised areas of each catchment Hampshire County Council will:
- lower the minimum threshold for triggering a formal flood investigation, under Section 19 of the Flood and Water Management Act 2010, from 20 flooded properties to 10;
 - implement a more stringent approval process for all Ordinary Watercourse Consent applications;
 - strengthen recommendations that a pre-application assessment is sought by the developer for the surface water management features of any proposed development;
 - ensure that the most up to date and site-specific data pertaining to the risk of groundwater flooding is used;
 - ensure that the Local Planning Authority only approve new developments that sufficiently demonstrate that a rigorous maintenance regime will be implemented for their surface water management systems;
 - ensure that the Local Planning Authority requests validation reports from developers when construction of the new drainage system is completed;
 - strengthen recommendations for a 50% betterment of surface water run-off rates is demonstrated for the surface water management features of any proposed development;
 - ensure hydraulic modelling of surface water exceedance flows movement and management is required for new development;
 - strengthen recommendations that a minimum flow rate of 2 litres per second is achieved at each outfall;
 - advise the Local Planning Authority to refuse any development on sites with no alternative demonstrable outfall; and
 - liaise with the Local Planning Authority to limit permitted development rights regarding the paving or covering of permeable surfaces with impermeable surfacing to create driveways or other hard standing.
20. Where the policies relate to the planning process, discussions will be held with the Local Planning Authorities to determine the best methods for implementing

these policies. Possible outcomes could include template planning policies to be used in the Lead Local Flood Authority responses on drainage consultations and further guidance documents where relevant.

21. Though reviewing these processes and the implementation of these new policies will require a little more staff time at the outset, it is not envisaged that the adoption of the FWCMPs will add significantly to staff workloads or require extra resource.
22. In the case of lowering the trigger level for Section 19 investigations, it is intended that a standardisation of the Section 19 process will be implemented allowing for a shorter and more comparable process to be undertaken, which will bring Hampshire County Council in line with established practices of other Local Flood Authorities across the country. Therefore, although more reports will have to be produced, the process will be significantly shortened and will therefore not require increased staff workload.

Next steps

23. It is proposed that the draft Hampshire FWCMPs be submitted for a 6-week public consultation period which is planned to start in June 2022. As the LLFA, the County Council has an important co-ordinating role for flood and water management activities. However, other organisations, individuals and authorities also have to play an active role in developing and implementing the plans, and the consultation process will seek to gather further information to develop and refine the Plans as appropriate. If the public consultation produces any significant areas of challenge or objections, a report will be brought back to the Executive Lead Member for Economy, Transport and Environment in due course. In the event that the consultation raises only minor suggested amendments, it is proposed that these are dealt with under the recommended delegation to the Director of Economy, Transport and Environment.

Consultation and Equalities

24. The County Council has undertaken informal consultation with representatives of the Environment Agency, Local Planning Authorities and internal Hampshire Highways and Emergency Planning colleagues. The responses to the early draft FWCMPs were supportive of the approach. It is intended to seek the views of these and other partner organisations as part of the formal consultation.
25. The FWCMPs will be submitted for public consultation beginning in June 2022 for a period of 6 weeks and will take place on the County Council's 'Have Your Say' consultation website.
26. Following completion of an Equalities Impact Assessment, it is considered that the proposal will have a neutral impact on groups with protected characteristics as the Catchment Plans are designed to protect and support every resident in prioritised areas regardless of protected characteristics.

Climate Change Impact Assessments

27. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

28. Climate Change adaptation is integral to the County Council's Local Flood and Water Management Strategy and the Flood and Water Catchment Management Plans (FWCMPs). The Plans are designed specifically to improve water management, including enhancing resilience to both drought and flooding. The Plans will significantly improve Hampshire's adaptation to climate change by bringing forward policies which will reduce flood risk and improve communities' resilience to and recovery from flood and drought events.

Carbon Mitigation

29. The carbon mitigation tool is not applicable as the decision does not relate to a project involving physical infrastructure. However, the policies set out in the Plans will assist with driving new standards and approaches that will help to reduce carbon, and increase opportunities for sequestration, by promoting greener, nature-based solutions working at a catchment scale.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:

<u>Title</u>	<u>Date</u>
Decision - Local Flood and Water Management Strategy About the Council Hampshire County Council (hants.gov.uk)	15/11/2019

Section 100 D - Local Government Act 1972 - background documents	
<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 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:

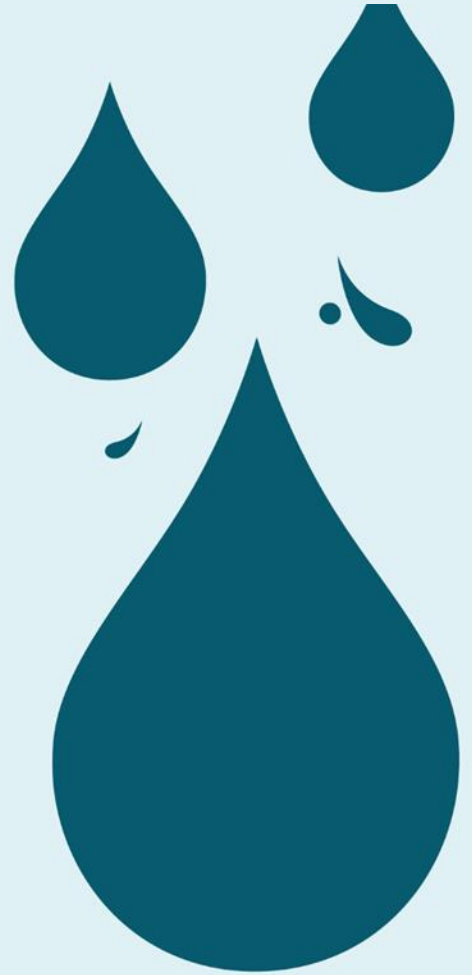
Following completion of an Equalities Impact Assessment, it is considered that the proposal will have a neutral impact on groups with protected characteristics as the Catchment Plans are designed to protect and support every resident in prioritised areas regardless of protected characteristics.

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Hampshire Catchment Prioritisation

Enbourne Catchment Management Plan

Hampshire County Council
December 2021



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This document has 34 pages including the cover.

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Enbourne Catchment Prioritisation	RM	CC	LW	LW	24/03/2021
Rev 2.0	Enbourne Catchment Prioritisation	SH				

Client signoff

Client	HCC
Project	Enbourne Catchment management plan
Project No.	5162821
Client signature / date	

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Foreword

From working with communities developing new flood action plans, to improving the management of our natural resources, the County Council's ambition is to be at the forefront of flood risk and water management creating a **safer, more resilient Hampshire**. Our priority is to **protect people, homes, businesses, and key infrastructure** by:

- **Reducing** risks and managing water resources through effective planning and design.
- **Reducing** future flooding by lessening or removing existing risks.
- **Adapting** to flood risk in order to minimise the impact and enable normal life to return as soon as possible.
- **Enabling** communities to be better prepared to react to flood events and recover more easily; and
- **Adopting** effective practices that are sustainable and affordable now and in the future and adaptable to future climate change and prediction.

Under the [Flood and Water Management Act of 2010](#), each Lead Local Flood Authority (LLFA) across the country is required to produce a Local Flood Risk Management Strategy (LFRMS). Hampshire County Council is LLFA for Hampshire and our first LFRMS was adopted in 2013, since then our knowledge of the broad nature and extent of flood risk and the implications of poor water management across Hampshire has been built upon. In light of this, Hampshire County Council has updated its LFRMS and released a [Local Flood and Water Management Strategy \(LFWMS\)](#) in November 2020.

The LFWMS has changed the way we look at flood risk and water management in the county, by taking a more holistic view of the **overall management of water both in terms of its quality and quantity**. **The strategy also takes into account the growing effects of any risks associated with Climate Change and future development on regional water management.**

In order to represent flood and water management risk in a more realistic and accurate way, the County Council has adopted a **catchment-based approach**, modelled on geographic river catchment boundaries, this allows the natural movement of water to be modelled regardless of the administrative area it lies within or the Risk Management Authority (RMA) responsible for its management

The County Council has undertaken analysis of each of the eighteen river basin catchments which fall within the Hampshire boundary and produced a **Flood and Water Catchment Management Plan (FWCMP or CMP)** for each one.

This document sets out the CMP for the **Enbourne catchment area**. This document highlights the areas within the catchment area that are at an increased risk of flooding, when compared to the rest of the catchment, as well as the various sources of flooding applicable to each area. This plan should be read alongside the County Council's LFRMS, which sets out our strategy and policy for flood risk and water management in its widest sense.

Councillor Rob Humby
Executive Member for Economy, Transport and Environment

Executive Summary

This Catchment Management Plan (CMP) follows the approach set out in [Hampshire County Council's Local Flood and Water Management Strategy \(LFWMS\)](#). This CMP seeks to **identify and prioritise areas** within the Enbourne river basin catchment that are at an **increased risk of flooding** due to **geographical, geological, or developmental features**, this may include areas which have experienced flooding in **past events**. The plan also uses other factors to determine a catchment's vulnerability to flooding and associated water management issues. These factors include **density of housing, presence of critical infrastructure and vulnerability of residents**.

The CMP seeks to understand **how and why the Enbourne catchment floods**, in order to support the introduction of a stepped approach to **interventions and preventative measures** that will reduce flood risk and improve overall water management, including drought, both now and in the future. The plan seeks to incorporate the associated future risks presented by challenges such as **climate change and increased development needs**.

Lastly, the plan is designed to **encourage greater collaboration** between partners, whether they be local residents, Risk Management Authorities (RMAs) or other organisations, to **share data and responsibilities** in order to develop appropriate Action Plans that will improve upon the catchment's resilience to current and future risks of flooding.

Figure 1 – Local Flood and Water Management Strategy Plan

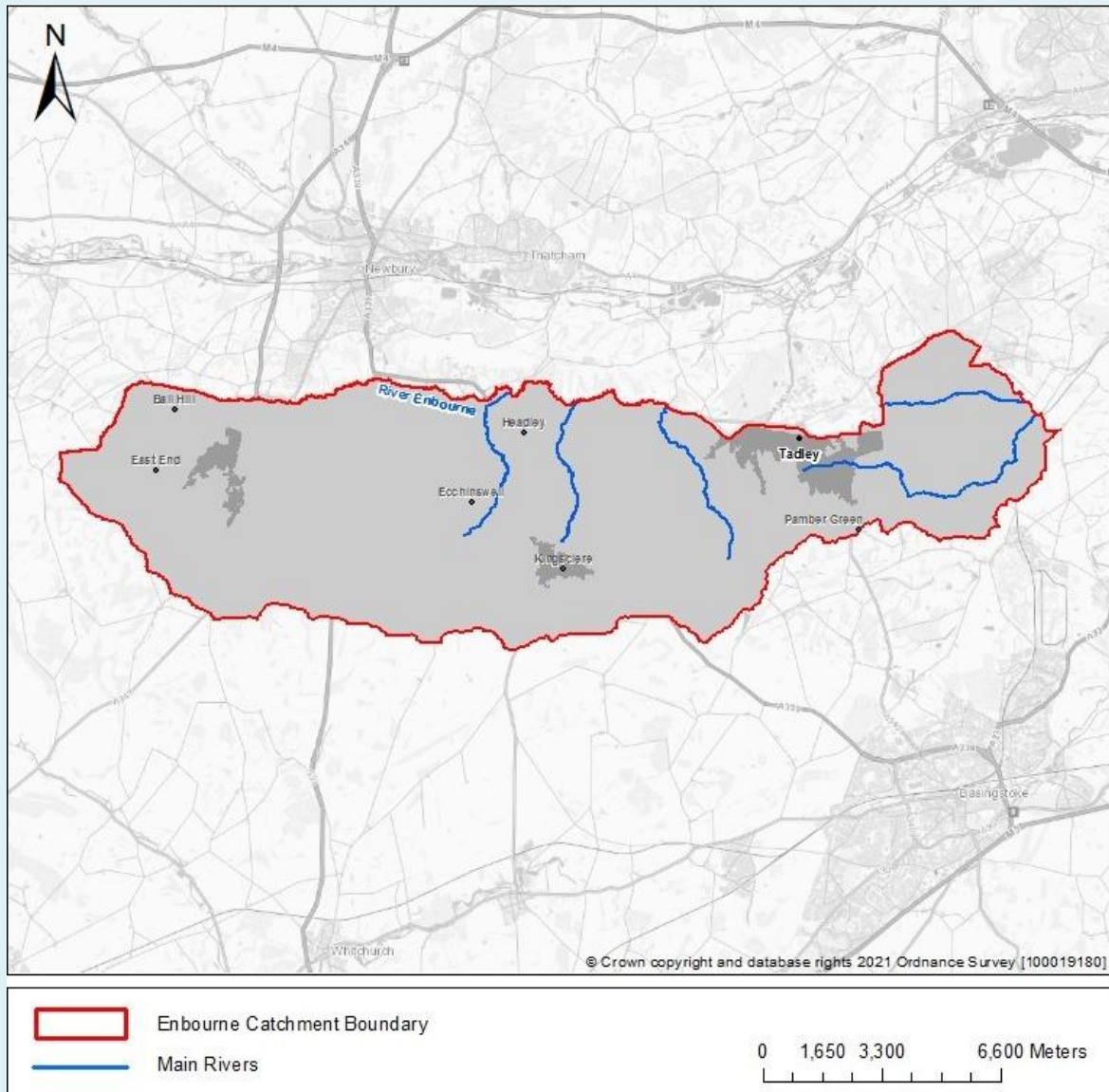


The above diagram demonstrates how the Local Flood and Water Management Strategy acts as an overarching document, drawing together Hampshire County Council's overall aspirations and policy direction for flood and water management in the county. Below this will sit a suite of **18 catchment plans**, of which this is one, based on the individual river basin catchments which fall either fully or partially within the county's borders. Individual action plans will then be developed, based on risk, for prioritised areas or communities of each catchment.

The Catchment

The **Enbourne catchment** is **146km²** in size and consists of mainly rural communities but with significant areas of urban development, mostly located along Kiln Pond, Bishop's Wood Stream, Silchester Brook and other unnamed tributaries.

Figure 2 – Study Area



The **sources of flooding** for the Enbourne catchment include **surface water, fluvial, sewers** and **groundwater**, depending on the area within the catchment. Details and description of the major sources of flooding are included in **Catchment Description Section** of this report. This CMP has adapted the Hampshire Catchment Prioritisation tool, developed in 2017, to assess the risk and impact of flooding in the Enbourne catchment area from different sources at a strategic level.

Communities vulnerable to similar sources of flooding have been grouped together and ranked in descending order of risk, impact, and damage. Groups that met the minimum criteria were classified as Priority Areas that are at the most significant risk of flooding. This has identified **1 Priority Area** that are at the most significant risk of flooding: **Tadley**.

Tangible **Action Plans** will be developed for each of these Priority Areas to mitigate flood risk. The Action Plans will include a range of possible interventions and measures such as:

- **Natural flood management** measures.
- Management of water in **upper catchments**.
- Management of water through the catchment, for example, **sustainable drainage systems (SuDS)**.
- **Hard engineering measures** such as flood defence walls/embankments and structures.
- Directed policy development and guidance.
- Property Level Resilience; and
- Emergency response.

Figure 3 – Natural Flood Management Hierarchy



Hampshire County Council will implement its statutory duties to ensure that **new developments will not increase flood risk**, with a move towards seeking betterment in the more vulnerable areas highlighted in this CMP. Only new developments that demonstrate an understanding of **sustainable water management and environmental sensitivity**, and which provide appropriate mitigation and adaptation, based on the **Preferred Discharge Destination Hierarchy** (figure 4) will be encouraged. This will ensure that the Enbourne catchment becomes more resilient to flood risk both now and in the future.

Figure 4– Preferred Discharge Destination Hierarchy

Preferred discharge destination hierarchy



Aims and Objectives

In order to represent flood and water management risk in a realistic and accurate way, the County Council has adopted a catchment approach based on geographic river catchment boundaries. As stated in [Policy 2A of the Hampshire LFWMS](#), the County Council has developed 18 prioritised river catchment-based flood management plans.

Catchment Management Plans, known as CMPs, identify those areas within each catchment that are at an increased risk of flooding or that have experienced flooding in recent events. They also seek to understand how, why, and where the catchment floods, so that communities and flood risk management partners can co-ordinate flood risk reduction and overall water management activities both now and in future. Each CMP will support the application of the County Council's Framework of Principles:

Figure 5 - Framework of Principles

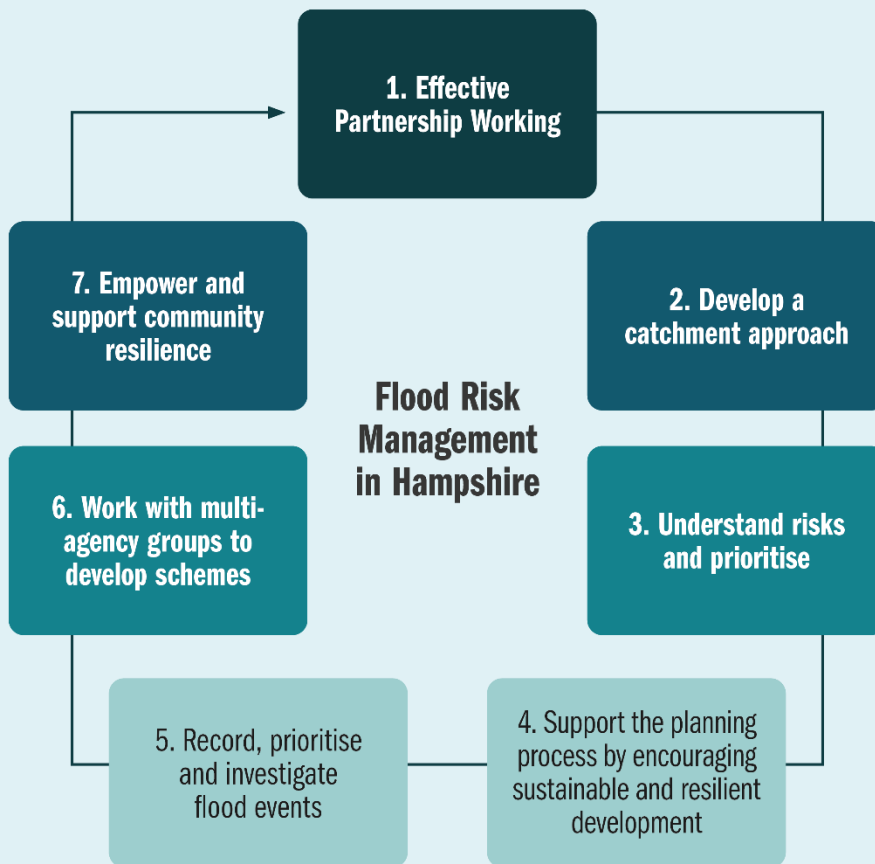


Figure 6 - Hampshire Catchment Areas

Catchment areas



In 2017, a Geographical Information System (GIS) based **Catchment Prioritisation Tool** was developed for Hampshire County Council to help identify those catchments most at risk from flooding within the county. By combining risk adjusted scores based on up to nine different criteria and taking into account both risk to assets from different sources of flooding, recorded evidence of past flooding, and the future challenges of Climate Change, the CPT provides a **robust, evidence-based approach** to support the strategic prioritisation of investment, inform discussions with key stakeholders, and underpin the Lead Local Flood Authority’s LFWMS.

The Hampshire catchment prioritisation tool has been used to support the principal objectives of this CMP:

- Establish the **causes and sources of flood risk** within the Enbourne catchment area and identify the geographic areas and communities that are at the highest risk of flooding.
- Assess the **potential impact** of flooding to the properties and strategic infrastructure assets located within those areas; and
- **Inform** the development of effective Action Plans that can be used by the County Council, risk management authorities and other partners, and local communities to improve water management and resilience to flooding in the catchment area both now and in the future.

Key Stakeholders

There are a **number of key stakeholders** that play an important role in improving water management and flood resilience across the Enbourne catchment. These key stakeholders are also involved in the preparation of **Flood Action Plans** and **maintenance of existing infrastructure** and have provided information in the development of this CMP. Hampshire County Council has formed the **Hampshire Strategic Flood Risk Partnership Board**, which involves the relevant Risk Management Authorities, to share ideas and steer the strategic direction of flood management in the Hampshire area. These and other key stakeholders, and their responsibilities, are listed in the table below.

Table 1 - Key Stakeholders

Organisation	Risk Management Authority (as per the Flood and Water Management Act) and member of the Strategic Flood Risk Partnership Board	Role within the Enbourne Catchment Plan	Specific Role
Environment Agency	Yes	Main River and sea flooding overview	Responsible for managing flood risk from main rivers and the sea and has a strategic overview of all sources of flooding and coastal erosion Statutory Consultee
Lead Local Flood Authority (Hampshire County Council)	Yes	Managing local flood risk sources (i.e., surface water, ground water and ordinary watercourses)	Consenting authority for ordinary watercourses Developing a plan/strategy for local sources of flooding Emergency Planning function Preparing and submitting bids to mitigate local sources of flooding Working with local communities on flood resilience plans Statutory Consultee on major planning applications
Highway Authority (Hampshire County Council and Highways England)	Yes	Highway drainage infrastructure	Drainage of the highway
National Park	N/A	N/A	N/A
Basingstoke and Dean Borough Council	Yes	Planning and emergency planning role within the Council's jurisdictions	Local Plans & Planning Policy, Determining/Enforcing planning applications Preparing and submitting bids to mitigating local sources of flooding Working with local communities on flood resilience plans, Environmental Health- Powers on

Organisation	Risk Management Authority (as per the Flood and Water Management Act) and member of the Strategic Flood Risk Partnership Board	Role within the Enbourne Catchment Plan	Specific Role
			private sewer systems, Riparian Landowner
Coastal Partners	N/A	N/A	N/A
Water and sewerage companies – Thames Water	Yes	Responsible for the risk of flooding to water supply and sewerage facilities and the risk to others from the failure of their infrastructure	Preparation of Infiltration Reduction plans and Drainage Action Plans (DAPs), Drainage and Wastewater Management Plans
Network Rail	No	Railway drainage infrastructure	Drainage of the railway
Hampshire and Isle of Wight Wildlife Trust	No	Lead on biodiversity issues	Provide input on natural solutions to help prevent flooding; land management; water quality issues etc.
Kennet Catchment Partnership	No	Partnership of organisations interested in improving the water environment	Coordinating local projects and resources, providing advice, guidance, networking, awareness raising
Parish and Town Councils: Tadley, Aldermaston and Pamber *	No	Flood Action Groups and other community groups	Responsible for managing the flood risk on their property including any <u>watercourse</u> and <u>private sewers</u> .
Riparian landowners	No		Responsible for managing the flood risk on their property including any <u>watercourse</u> and <u>private sewers</u> .

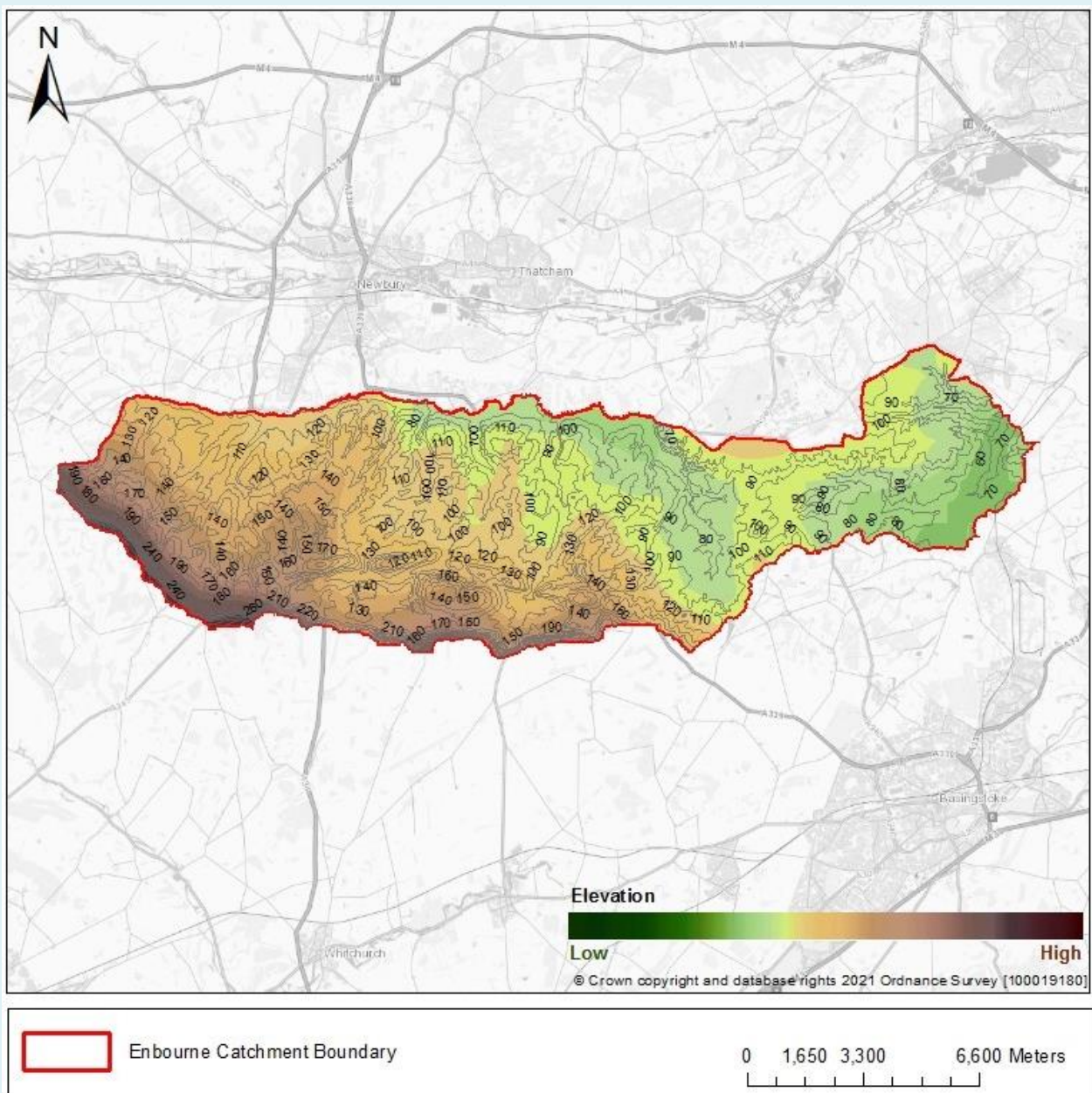
* Hampshire County Council will work with all parishes where relevant. The parishes listed are those covering the Catchment Priority Areas in this plan.

Hampshire County Council will encourage effective partnership working and ensure that all roles and responsibilities are clearly defined for risk management authorities and other key stakeholders across the Enbourne catchment.

Enbourne Catchment Description

The Enbourne catchment area is 146km². The River Enbourne forms the northern boundary of Hampshire and so, in this instance, also the northern boundary of the catchment. The catchment falls northeast from a local high point of 261m AOD at the top of Beacon Hill along the southwestern boundary of the catchment to a local low point of 60m AOD, near Hythe End at the confluence of the River Enbourne and an unnamed tributary on the northern boundary. A second sub-catchment has been included in the Enbourne on the eastern side of the catchment with an even lower discharge point. This occurs at the south-eastern corner of the catchment near Tan House Bridge at the confluence between the Silchester Brook and the West End Brook. Here ground levels are as low as 55m AOD.

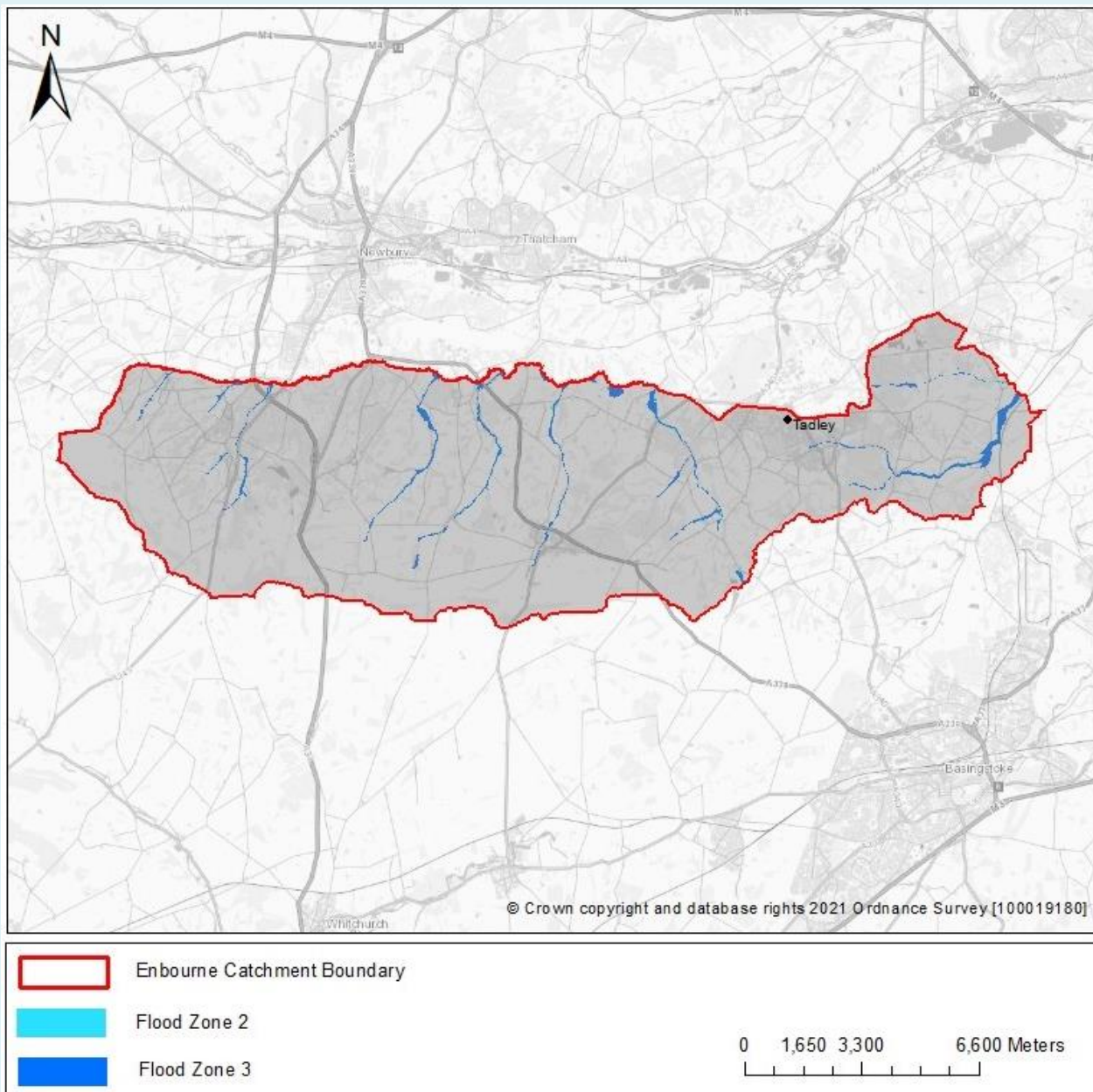
Figure 7 – Topography of the Enbourne catchment



The catchment comprises of the **River Enbourne**, the **West End Brook**, **Bishop's Wood Stream**, **Honeymill Brook**, **Silchester Brook**, **Kiln Pond**, and various unnamed tributaries. The River Enbourne originates outside of Hampshire in West Berkshire but starts to form the Hampshire boundary at the confluence between the River Enbourne and an unnamed tributary near Hazelwood Stud in the far west of the catchment. Most watercourses in this catchment flow north directly into the River Enbourne. The Bishop's Wood Stream, the Kiln Pond, the West End Brook and the Silchester Brook however, flow east before joining the Foundry Brook within the Borough of Wokingham. While this small sub-catchment does not flow into the River Enbourne directly, both the Enbourne and the Foundry Brook flow into the River Kennet (located outside of Hampshire) and so they have been grouped together within this catchment plan.

The chalk aquifer on the southern side of the catchment feeds these watercourses which form at the boundary between the White and Grey chalk and the less permeable Thames Group and Gault Formation. The catchment is mostly rural in nature but with a few urban areas in places. As such an unnamed, Main River tributary flows through Kingsclere and the Bishop's Wood Stream, the Kiln Pond and the Silchester Brook flow through Tadley.

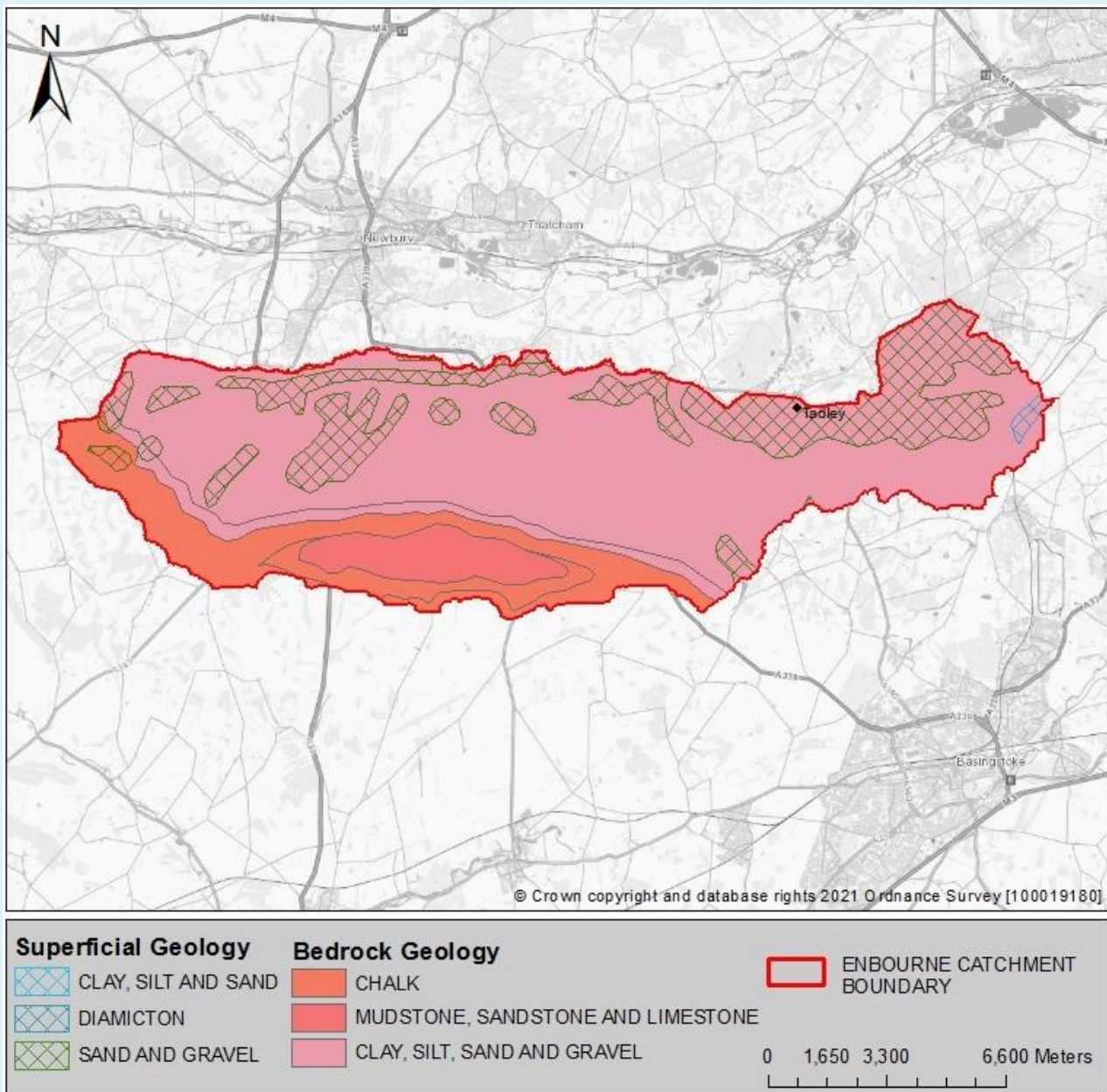
Figure 8 - Environment Agency Flood Map for Planning (Rivers and Sea) for the Enbourne catchment



Along the southern boundary runs a strip of highly permeable white Chalk with some areas of grey chalk, which serve as the principal aquifer for the Enbourne. Here, responses of watercourse levels to rainfall are low relative to the rest of the catchment. Within the band of chalk is a small area of Gault Formation and Upper Greensand Formation, a combination of mudstone, sandstone, and limestone. Given the lower permeability in this area, one or two small watercourses have formed in this area.

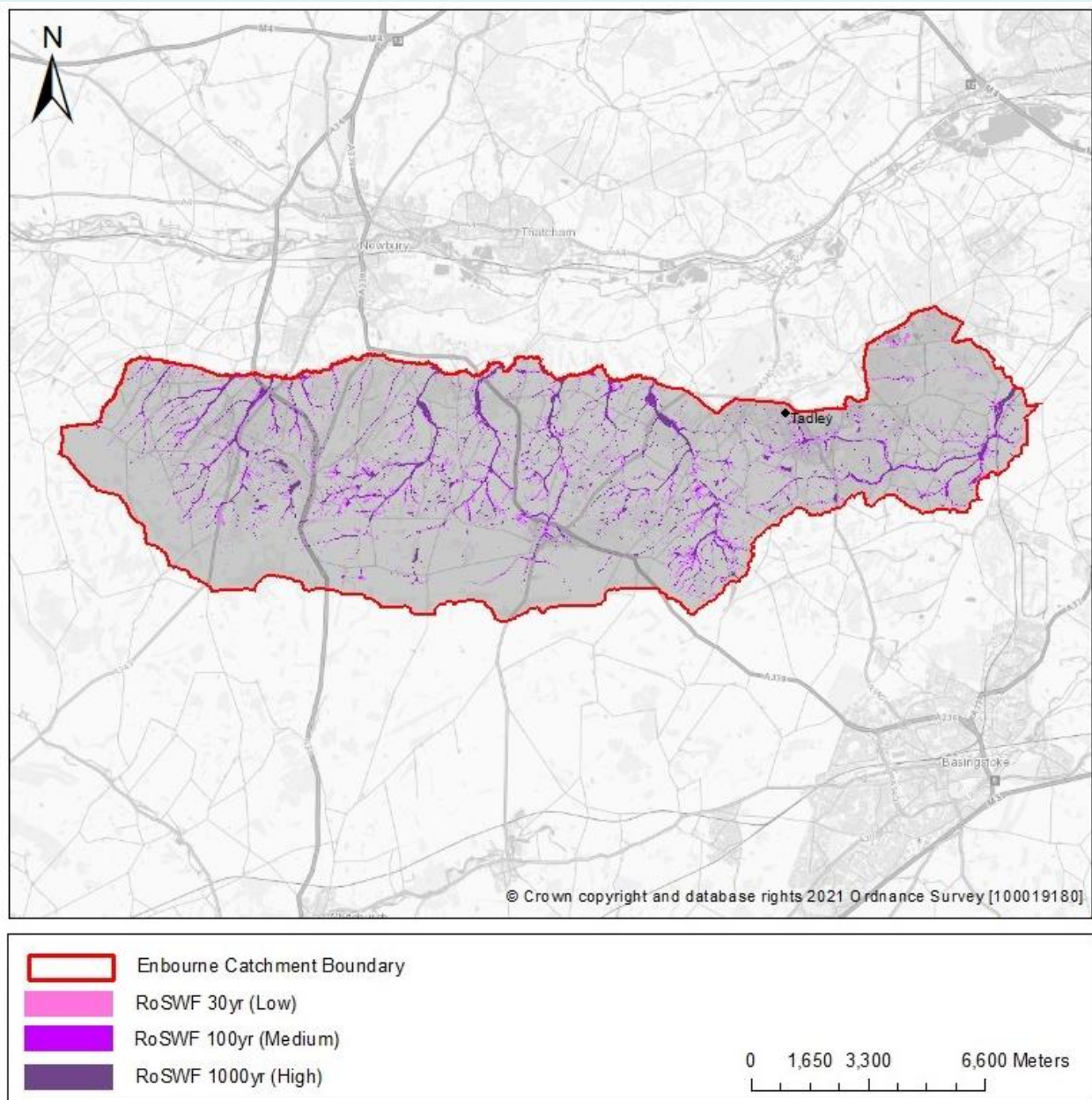
The rest of the central and northern area of the catchment consists of the much less permeable Thames Group which is made up of clay, silt, sand, and gravel. Patches of superficial geology, mostly in the form of sand and gravel, overlays the Thames Group, particularly along the northern boundary. As a result, watercourses form at the boundary between the permeable chalk and the less permeable Thames Group. Wells are also dotted around the southern part of the catchment. Where permeable superficial geology overlays the less permeable Thames Group, issues with perch water tables may also be a problem.

Figure 9- Geology of the Enbourne catchment



The response of the watercourse levels to rainfall within the central and northern half of the catchment is higher due to increased urbanisation and density of impermeable surfaces, and the reduced permeability of the underlying bedrock formation. This is reflected in the Environment Agency’s (EA) Flood Map for Planning (Figure 8), and in the Risk of Flooding from Surface Water (RoFSW) map (Figure 10), where the extent of fluvial and pluvial flooding is higher compared with the southern half of the catchment.

Figure 10 - Environment Agency Flood Risk from Surface Water Map for the Enbourne catchment



It should be noted that the flood extent shown in the figures does not account for existing drainage features that are likely to be prevalent in the urban areas of the catchment, therefore the risks shown are precautionary. The impact that drainage has on the risk of surface water and fluvial flooding may be investigated further for high priority groups where projects relating to mitigating flood risk may be undertaken.

Climate and Flood Risk

The proximity of Hampshire to Europe means that the area is affected by continental weather influences and is out of the path of most Atlantic depressions, with their associated cloud, wind, and rain. This provides some shelter from rain bearing south-westerly winds, particularly in the north of Hampshire. The South Downs, being the most exposed to these depressions, is the wettest.

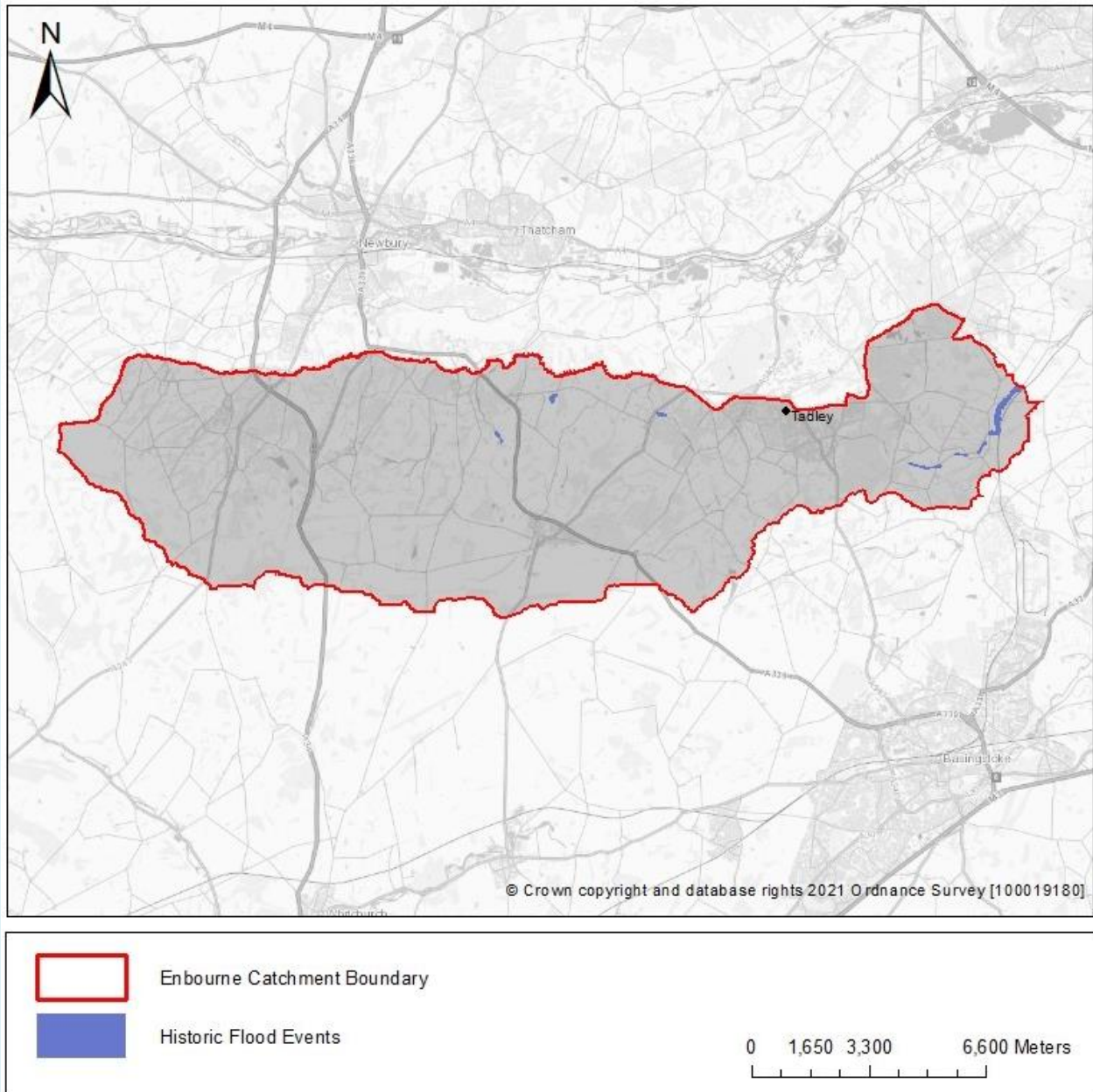
Rainfall is generally well distributed through the year but with pronounced maximums in autumn and early winter. In the north of Hampshire, there are significant amounts of rain in the summer associated with high intensity, convective rainfall that can result in short duration flooding. In winter, prolonged rainfall can lead to wide-spread flooding especially where soils are saturated. Hampshire is also vulnerable to drought if a drier than average winter and consecutive summer occur, as reservoirs and chalk aquifers will not have fully recharged.

Flooding within the Enbourne catchment occurs from **rivers, surface water, groundwater, sewers, and other artificial sources**. Indicative model outputs from these sources of flooding, as well as historical records of flooding within the catchment, are available in the Basingstoke and Dean Borough Council's **Strategic Flood Risk Assessments (SFRA)**. It is important to recognise that during a flood event, flooding can and does occur from a **combination of sources**. This is particularly relevant when considering the historical records and reports of flooding which show that incidents have been scattered throughout the Enbourne catchment, along the paths of the watercourses and existing overland flow routes, as shown in the figure below.

In the chalk areas of the Enbourne catchment there are a **limited number of permanent watercourse features**. Chalk is a major aquifer capable of absorbing large amounts of rainfall and releasing it slowly over a long period. This buffering effect, together with the mainly rural nature of the chalk area, means that the southern part of the Enbourne catchment has relatively narrow ranges of flow in a normal year and generally floods within a very limited geographical extent from short to medium duration heavy rainfall. However, after prolonged rainfall the water table in the chalk aquifer can rise to the surface causing springs to erupt in the valley floors and the creation of temporary watercourses. This can lead to groundwater flooding lasting for several months in very wet winters.

In the northern and central areas of the catchment, rainfall on what is predominantly Thames Group (clay, silt, sand, and gravel), Gault Formation and Upper Greensand Formation (mudstone, sandstone, and limestone) produces relatively rapid runoff. This shortening of the response time in this part of the catchment leads to higher risks of both surface water and fluvial flooding in a number of areas.

Figure 11 - Recorded historical flooding events in the Enbourne catchment



Please note the historic flood map only shows the recorded flood extents within this catchment. It does not show individually reported flood incidents. A lack of recorded flood extents does not necessarily mean that flooding has not occurred in the area.

Prioritisation Assessment

This Catchment Prioritisation Assessment seeks to **identify and prioritise areas** within the Enbourne river basin sub-catchments that are at an **increased risk of flooding** due to **geographical, geological, or developmental features**; this may include areas which have experienced flooding in **past events**.

The priority groups identified by the prioritisation assessment within the Enbourne catchment are presented in Figure 12 below. **Table 2** below summarise the priority group's features, the principal sources of flooding and the impact these sources have on properties and key infrastructure. The outcome of this assessment is to allow greater understanding as to how and why the Enbourne catchment floods, in order to support the introduction of a stepped approach to **interventions and preventative measures** that will reduce flood risk and improve overall water management, including drought, both now and in the future.

Figure 12 – Enbourne Catchment priority groups

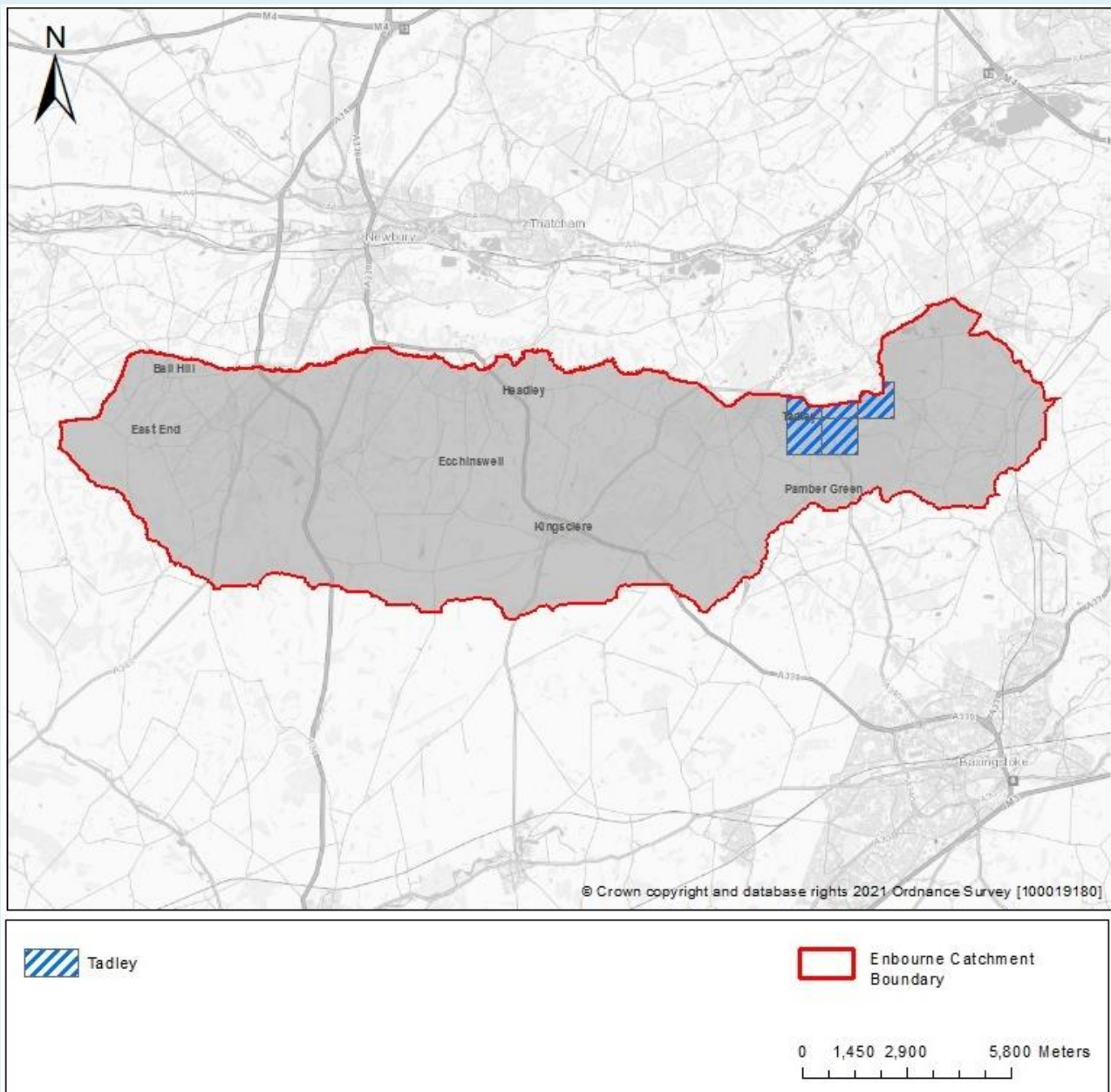


Table 2 – Enbourne Sub Catchments with Priority Groups highlighted*

Group ref.	Group name	Properties at risk of fluvial flooding	Properties at risk of fluvial flooding - Rank	Properties at risk of surface water flooding	Properties at risk of surface water flooding - Rank	Properties at risk of coastal flooding	Properties at risk of groundwater flooding	Properties at risk of groundwater flooding - Rank	Properties at Risk Based on Historical Flooding Events	Deprived residential properties at risk of flooding	Length (m) of strategic roads at risk of flooding	Repair costs (£) of all roads at risk of flooding	Indicative Present Value Damages (£)	Present Value Damages – Rank	Total score	Total score Rank
E.14	Tadley	99	1	5481	1	0	2420	1	4	0	202	£1,500,000	£32,000,000.00	1	2.9	1
E.11	Kingsclere	47	2	1729	2	0	703	3	6	0	921	£1,200,000	£13,100,000.00	2	1.8	2
E.01	Whitway	0	14	155	16	0	166	9	0	0	0	£2,800,000	£2,000,000.00	13	1.5	3
E.05	Woolton Hill	12	5	572	4	0	491	4	0	0	526	£1,000,000	£3,900,000.00	4	1.1	4
E.02	Wash Water	7	8	97	18	0	89	15	0	0	297	£900,000	£1,500,000.00	16	0.7	5
E.15	Baughurst	0	14	573	3	0	920	2	1	0	0	£700,000	£3,200,000.00	6	0.6	6
E.07	Bishop's Green	1	12	146	17	0	90	14	1	0	174	£500,000	£2,600,000.00	9	0.4	7
E.13	Wolverton	0	14	377	6	0	131	12	0	0	192	£300,000	£2,500,000.00	10	0.4	8
E.16	Tadley Hill	0	14	202	13	0	317	5	1	0	117	£400,000	£2,000,000.00	12	0.4	9
E.10	Plastow Green	0	13	411	5	0	73	16	2	0	0	£400,000	£3,100,000.00	8	0.3	10
E.04	Gore End	9	7	298	7	0	253	6	0	0	0	£400,000	£3,300,000.00	5	0.3	11
E.06	Highclere	3	11	208	12	0	246	7	1	0	115	£300,000	£1,400,000.00	17	0.3	12
E.03	East End	0	14	157	15	0	183	8	1	0	0	£500,000	£1,100,000.00	18	0.3	13
E.12	Axmansford	4	10	244	10	0	116	13	0	0	0	£400,000	£2,200,000.00	11	0.3	14
E.17	Silchester	9	6	211	11	0	159	10	2	0	0	£300,000	£1,700,000.00	15	0.3	15
E.18	Mortimer West End	14	3	170	14	0	55	18	1	0	0	£300,000	£3,200,000.00	7	0.2	16
E.09	Ashford Hill	4	9	275	8	0	64	17	1	0	0	£200,000	£5,000,000.00	3	0.2	17
E.08	Ecchinswell	13	4	251	9	0	140	11	0	0	0	£200,000	£2,000,000.00	14	0.2	18

*Groups require a minimum 'Total Score' of 2.0 to be classified as a Priority Group.

Mitigation Measures

Enbourne Catchment Policies

Further to the analysis that has been undertaken as part of this CMP, Hampshire County Council will, in conjunction with the policies laid out in the LFWMS, adopt the following policies to increase flood risk mitigation and improve water management across the Enbourne catchment both now and in the future. Hampshire County Council will:

- Maintain and improve **effective partnership working** that will improve flood resilience within the most vulnerable areas across the Enbourne catchment.
- **Consider Tadley** as a Priority Area in respect of the strategic direction and investment decisions for flood alleviation measures.
- Support, where practicable, only those **new developments planned for areas at low risk of surface water and fluvial flooding** (as defined by the Environment Agency's Risk of Flooding from Surface Water (RoFSW) and Flood Zone maps).
- Support only those developments which offer surface water management systems that ensure all runoff is restricted to **greenfield runoff rates** if the development area is in a greenfield site; or restricted to **pre-existing runoff rates**, with preference to greenfield runoff rates if reasonably practicable, if the development area is in a brownfield site; all in accordance with **best practice and industry standards** (i.e., the SuDS Manual C753) for water quality and quantity. The Priority Areas have different compositions of greenfield and brownfield sites, as seen in Error! Not a valid bookmark self-reference..
- Support only those developments that ensure **flood risk is not increased to surrounding areas** of the Enbourne catchment, with preference made to betterment on the current position where practicable.
- As Lead Local Flood Authority and Highway Authority, the County Council recognises the importance of a collaborative approach to the highway system and continue to monitor at risk locations in line with relevant Highway policies. Potential actions could include monitoring the frequency of maintenance operations, continuing to support the use of lengthsman where possible, and monitoring of road camber and kerb lines to manage surface water flows.

Enbourne Priority Area Policies

In addition to the statements outlined **above**, Hampshire County Council will adopt the following policies to each of the specific Priority Areas highlighted in Error! Reference source not found., according to the risk and need identified in each. Hampshire County Council will:

1. Prioritised Area: Section 19 Policy

In prioritised areas of the Enbourne catchment where reports of past flooding incidents are a cause of particular concern, Hampshire County Council will:

Lower the minimum threshold for triggering a formal flood investigation, under Section 19 of the Flood and Water Management Act 2010, from 20 internally flooded properties to 10.

Section 19 Flood Investigations Reports will be produced in accordance with the requirements of Section 19 of the Flood and Water Management Act 2010 and Hampshire County Council's Flood Investigation Guidance.

2. Prioritised Area: Ordinary Watercourse Policy

In prioritised areas of the Enbourne catchment where land drainage incidents and excessive culverting are a cause for significant concern, Hampshire County Council will:

Implement a more stringent approval process for all Ordinary Watercourse Consent applications.

Each application will be considered on a site-by-site basis where further information and additional requirements may be requested by Hampshire County Council to ensure there will be no increase in flood risk.

3. Prioritised Area: Pre-Application Assessment Policy

In prioritised areas of the Enbourne catchment where significant development is due to take place, Hampshire County Council will:

Make it best practice that a pre-application assessment is sought by the developer for the surface water management features of any proposed development.

This will allow Hampshire County Council to review and provide further recommendations to the developer, during the early stages of the pre-planning process, which will ensure that the development will not increase flood risk in the prioritised area.

4. Prioritised Area: Groundwater Policy

In prioritised areas of the Enbourne catchment where groundwater flooding is a cause of significant concern, Hampshire County Council will:

Ensure that the most up to date and site-specific data pertaining to the risk of groundwater flooding* is used.

Hampshire County Council will ensure that those areas at risk of groundwater flooding are identified, and appropriate levels of assessment and mitigation are proposed and undertaken by developers during the planning and approval process for all proposed developments.

*As detailed in the Groundwater Management Plan for Hampshire

5. Prioritised Area: Maintenance Regime Policy

In prioritised areas of the Enbourne catchment where significant development is due to take place, Hampshire County Council will:

Ensure that the Local Planning Authority only approve new developments that sufficiently demonstrate that a rigorous maintenance regime will be implemented for their surface water management systems.

Developers will be expected to provide maintenance plans setting out maintenance schedules and maintenance responsibilities in line with the latest technical guidance. If adoption is proposed an agreement in principle should also be provided.

6. Prioritised Area: Validation Reports Policy

In prioritised areas of the Enbourne catchment where significant development is due to take place, Hampshire County Council will:

Ensure that the Local Planning Authority requests validation reports from developers when construction is completed.

These reports should contain as built plans and photographs of surface water drainage assets in situ to demonstrate correct construction has taken place. LPAs should also periodically review the construction of surface water management systems on new development to ensure it continues to adhere to best practice and industry standards.

7. Prioritised Area: Brownfield sites Policy

In prioritised areas of the Enbourne catchment where significant brownfield development is due to take place, Hampshire County Council will:

Make it best practice that a 50% betterment of surface water run-off rates is demonstrated for the surface water management features of any proposed development.

This will ensure that developers take on the responsibility to ensure that their new developments do not flood on areas of previously developed land. Also, large areas of impermeable surfaces within new developments will be broken up improving infiltration, increasing biodiversity, and adding to provision of blue/green infrastructure, along with all the multiple benefits this offers.

8. Prioritised Area: Greenfield site Policy

In prioritised areas of the Enbourne catchment where significant greenfield development is due to take place, where surface water management is a cause of significant concern, Hampshire County Council will:

Make it best practise for LPAs to request hydraulic modelling of surface water exceedance flows movement and management on the new development.

This will ensure that developers take on the responsibility to ensure that their new developments do not flood on areas of previously undeveloped land. Also, modelling of exceedance flows will help prevent pooling and flooding of vulnerable areas when a 1 in 100-year plus climate change event is exceeded or in the event of a surface water management system failing.

9. Prioritised Area: Minimum flow Policy

In prioritised areas of the Enbourne catchment where development which requires attenuation on site with restricted outfalls is due to take place, Hampshire County Council will:

Make it best practice for LPAs to request a minimum flow rate of 2l per second from the outfall.

This will ensure that very small diameter pipes are not being used for outfalls which will in turn reduce risk of blockage of said pipes from leaves, branches etc.

10. Prioritised Area: Outfall Policy

In prioritised areas of the Enbourne catchment where development is due to take place on sites where infiltration is not viable either through infiltration rates, groundwater levels and/or policy/best practice restrictions, Hampshire County Council will:

Advise LPAs to refuse any development on sites with no alternative demonstrable outfall.

This will ensure that sites which cannot drain to ground, and which have no demonstrable outfall to a waterbody or agreement in principle to a public sewer connection, will remain undeveloped to reduce the risk of surface water flooding to surrounding areas.

11. Prioritised Area: Limiting Urban Creep

In residential areas of the Enbourne catchment HCC will:

Liaise with the Local Planning Authorities to limit permitted development rights regarding the paving or covering of permeable surfaces with impermeable surfacing to create driveways.

The use of alternative permeable measures such as gravel, grasscrete, permeable paving, etc to form driveways will be encouraged as these measures will fall under permitted development rights. However, those proposing impermeable driveways in Priority Areas will require planning permission. This will help limit the effect of urban creep.

Where the above policies relate to the planning process, discussions will be held with the Local Planning Authorities to determine the best methods for implementing these policies. Possible outcomes could include template planning conditions to be used in the Lead Local Flood Authority responses on drainage consultations and further guidance documents where relevant.

Details on how to apply these policies to specific catchments are shown in **Error! Reference source not found.** below. Error! Not a valid bookmark self-reference. summarise the features found in the Priority Areas, the principal sources of flooding and the impact these sources have on properties and key infrastructure.

The following actions will be undertaken in the priority area within the Enbourne catchment area to create baseline data and basis for future more detailed action plans to be produced in collaboration with partners:

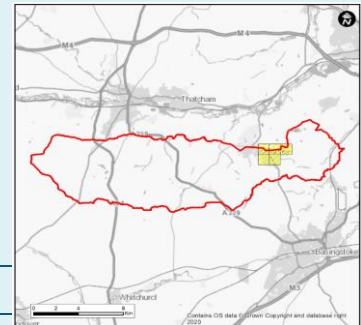
Table 3 – Initial Actions for Priority Areas

No.	Initial Actions	Key Stakeholders
1	<p>Collection and review of all existing site-specific fluvial and surface water flood risk data pertaining to the river(s) flowing through the priority group, as well as groundwater flood risk and historical flood data. The main rivers flowing through the priority group in the Enbourne catchment are the Bishops Wood Stream, the Kiln Pond and the Silchester Brook which flows through the Tadley.</p>	<p>Hampshire County Council Borough/District Councils associated with the priority group (see Table Error! Not a valid bookmark self-reference.) Environment Agency</p>
2	<p>Establish a high-level Flood Action Plan in response to the high fluvial and surface water flood risk for the priority group, this should include a Strategic Drainage Asset Management plan and a Strategic Drainage Plan. These will include in order of preference:</p> <ol style="list-style-type: none"> 1. Natural Flood Management measures 2. Managing surface water within the upper catchment areas 3. Managing surface water through the catchment by retrofitting sustainable drainage systems 4. Provision of hard engineering measures 	<p>Local communities in the Enbourne catchment Thames Water Environment Agency Borough/District Councils associated with the priority group Hampshire County Council Other relevant stakeholders associated with the priority group (see Table Error! Not a valid bookmark self-reference.)</p>
3	<p>Strategic Drainage Asset Management Plan (managing existing assets)</p> <ul style="list-style-type: none"> • Natural flood risk management measures, this includes identifying and then developing a strategic inspection and community-led maintenance procedure of all existing natural drainage assets (drainage ditches, swales etc.) that likely convey surface water runoff into the river(s) flowing through the priority group. • Managing surface water within the upper catchment areas. Management measures may include inspection and maintenance of all existing drainage assets (ditches, drainage ponds, attenuation tanks etc.), minor landscaping works to attenuate flow, provision of woody dams, or sustainable drainage systems. • Regular inspection (CCTV surveys or other methods as identified by the Highway Authority) of drainage/pipework and maintenance of the strategic road routes at risk of flooding for each priority group. Repairs applied where necessary. • Regular inspection (CCTV surveys or other methods as identified by associated water companies) of existing surface and foul sewerage located in areas at high risk of surface water flooding for the priority group. Repairs applied where necessary. 	<p>Local communities in the Enbourne catchment Thames Water Environment Agency Borough/District Councils associated with the priority group Hampshire County Council Other relevant stakeholders associated with the priority group (see Table Error! Not a valid bookmark self-reference.) Highway Authority</p>
4	<p>Strategic drainage plan (creation of new assets)</p> <ul style="list-style-type: none"> • Managing surface water within the upper catchment areas- minor landscaping works to attenuate flow, provision of woody dams, or sustainable drainage systems. 	<p>Local communities in the Enbourne catchment Thames Water</p>

<ul style="list-style-type: none"> • Managing surface water through the catchment by retrofitting sustainable drainage systems into the built environment, such as ponds, swales, or permeable paving systems; and • Provision of hard engineering measures such as flood defence walls, embankments and structures if considered necessary. 	<p>Environment Agency Borough/District Councils associated with the priority group Hampshire County Council Other relevant stakeholders associated with the priority group (see Table Error! Not a valid bookmark self-reference.)</p>
<p>5 Detailed review and selection of the mitigation measures to be implemented as part of the Flood Action Plan for the priority group, with preference to lower cost simpler measures that can be undertaken by local groups before other measures. Further surveys, such as drainage, topographic and/or LiDAR surveys, followed by flood risk modelling work if considered appropriate, may be undertaken to support the review and selection process.</p>	<p>Hampshire County Council Borough/District Councils associated with the priority group (see Table Error! Not a valid bookmark self-reference.)</p>

TABLE 4 – PRIORITY GROUP 1 – Tadley

Below is a summary table of the characteristics and flood risk of priority group 1 – Tadley



Feature	Description / Value
Group Name	Tadley
Location	Easting: 459500, Northing: 161500 Located in the northeast of the Enbourne Catchment, encompassing Tadley town centre.
Area	5km ²
Number of residential properties within RoFSW	5481
Number of residential properties within Flood Zones	99
Number of residential properties at risk of groundwater flooding	2420
Infrastructure at risk	202m of strategic road routes at risk of flooding. The main strategic roads at risk of flooding are the B3051 and A340.
Principal Flood Risk Source	Principal flood risk sources are surface water, groundwater and fluvial flooding associated with the Bishops Wood Stream and Silchester Brook. Groundwater flooding is prominent and assessed as high risk in the Tadley area. The Bishops Wood Stream and Silchester Brook flow through the sub-catchment, leading to localised fluvial flood risk (Flood Zone 3 with localised Flood Zone 2) to properties and businesses adjacent to the watercourses. Receptors at risk of fluvial flooding include residential properties, sections of the A340, greenspace and farmland in Tadley Bottom and a convenience store. Risk of surface water flooding ranges from low to high (0.1% to over 3.3% AEP) throughout Tadley, primarily impacting properties and road networks adjacent to the watercourses. Overland flow routes form throughout the town, primarily along the road networks. Surface water in these areas varies in depth from 300 to over 900mm. Receptors at risk include businesses and residential properties, a junior school, and a pharmacy. Road networks at risk include the B3051 and A340 and minor roads, including New Road, Rowan Road and Swains Road.
Borough Council	Basingstoke and Deane Borough Council, and West Berkshire Council
Relevant Stakeholders	Tadley Civil Parish, Aldermaston Civil Parish and Pamber Civil Parish
Notable Brownfield Sites (including site reference)	Unit 1 at Falcon Garage, Tadley (CR10)

Action Plans

A **stepped approach to interventions and measures** to reduce flood risk within the catchment, following the Natural Flood Risk Management Hierarchy, will be captured within Action Plans for each of the Priority Areas.

By recognising the key sources of flooding, the Action Plans will encourage **more effective work between partners** within each priority area to develop appropriate flood risk mitigation strategies. This will also empower **residents and communities** to take action to mitigate flooding and the County Council will support an approach that considers the implementation of lower cost, simpler measures at the local level first.

The Action Plans will develop short, medium, and long-term approaches to managing flood risk, taking into account the short, medium and long term impacts of flood risk, and will be set up with the input of an active working group comprising the relevant key stakeholders included in Table *

Group ref.	Group name	Properties at risk of fluvial flooding	Properties at risk of fluvial flooding - Rank	Properties at risk of surface water flooding	Properties at risk of surface water flooding - Rank	Properties at risk of coastal flooding	Properties at risk of groundwater flooding	Properties at risk of groundwater flooding - Rank	Properties at Risk Based on Historical Flooding Events	Deprived residential properties at risk of flooding	Length (m) of strategic roads at risk of flooding	Repair costs (£) of all roads at risk of flooding	Indicative Present Value Damages (£)	Present Value Damages – Rank	Total score	Total score Rank
E.14	Tadley	99	1	5481	1	0	2420	1	4	0	202	£1,500,000	£32,000,000.00	1	2.9	1
E.11	Kingsclere	47	2	1729	2	0	703	3	6	0	921	£1,200,000	£13,100,000.00	2	1.8	2
E.01	Whitway	0	14	155	16	0	166	9	0	0	0	£2,800,000	£2,000,000.00	13	1.5	3
E.05	Woolton Hill	12	5	572	4	0	491	4	0	0	526	£1,000,000	£3,900,000.00	4	1.1	4
E.02	Wash Water	7	8	97	18	0	89	15	0	0	297	£900,000	£1,500,000.00	16	0.7	5
E.15	Baughurst	0	14	573	3	0	920	2	1	0	0	£700,000	£3,200,000.00	6	0.6	6
E.07	Bishop's Green	1	12	146	17	0	90	14	1	0	174	£500,000	£2,600,000.00	9	0.4	7
E.13	Wolverton	0	14	377	6	0	131	12	0	0	192	£300,000	£2,500,000.00	10	0.4	8
E.16	Tadley Hill	0	14	202	13	0	317	5	1	0	117	£400,000	£2,000,000.00	12	0.4	9
E.10	Plastow Green	0	13	411	5	0	73	16	2	0	0	£400,000	£3,100,000.00	8	0.3	10
E.04	Gore End	9	7	298	7	0	253	6	0	0	0	£400,000	£3,300,000.00	5	0.3	11
E.06	Highclere	3	11	208	12	0	246	7	1	0	115	£300,000	£1,400,000.00	17	0.3	12
E.03	East End	0	14	157	15	0	183	8	1	0	0	£500,000	£1,100,000.00	18	0.3	13
E.12	Axmansford	4	10	244	10	0	116	13	0	0	0	£400,000	£2,200,000.00	11	0.3	14
E.17	Silchester	9	6	211	11	0	159	10	2	0	0	£300,000	£1,700,000.00	15	0.3	15
E.18	Mortimer West End	14	3	170	14	0	55	18	1	0	0	£300,000	£3,200,000.00	7	0.2	16
E.09	Ashford Hill	4	9	275	8	0	64	17	1	0	0	£200,000	£5,000,000.00	3	0.2	17
E.08	Ecchinswell	13	4	251	9	0	140	11	0	0	0	£200,000	£2,000,000.00	14	0.2	18

*Groups require a minimum 'Total Score' of 2.0 to be classified as a Priority Group.

Mitigation Measures

Enbourne Catchment Policies

Further to the analysis that has been undertaken as part of this CMP, Hampshire County Council will, in conjunction with the policies laid out in the LFWMS, adopt the following policies to increase flood risk mitigation and improve water management across the Enbourne catchment both now and in the future. Hampshire County Council will:

- Maintain and improve **effective partnership working** that will improve flood resilience within the most vulnerable areas across the Enbourne catchment.
- **Consider Tadley** as a Priority Area in respect of the strategic direction and investment decisions for flood alleviation measures.
- Support, where practicable, only those **new developments planned for areas at low risk of surface water and fluvial flooding** (as defined by the Environment Agency's Risk of Flooding from Surface Water (RoFSW) and Flood Zone maps).
- Support only those developments which offer surface water management systems that ensure all runoff is restricted to **greenfield runoff rates** if the development area is in a greenfield site; or restricted to **pre-existing runoff rates**, with preference to greenfield runoff rates if reasonably practicable, if the development area is in a brownfield site; all in accordance with **best practice and industry standards** (i.e., the SuDS Manual C753) for water quality and quantity. The Priority Areas have different compositions of greenfield and brownfield sites, as seen in Error! Not a valid bookmark self-reference..
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In prioritised areas of the Enbourne catchment where significant development is due to take place, Hampshire County Council will:

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This will allow Hampshire County Council to review and provide further recommendations to the developer, during the early stages of the pre-planning process, which will ensure that the development will not increase flood risk in the prioritised area.

14. Prioritised Area: Groundwater Policy

In prioritised areas of the Enbourne catchment where groundwater flooding is a cause of significant concern, Hampshire County Council will:

Ensure that the most up to date and site-specific data pertaining to the risk of groundwater flooding* is used.

Hampshire County Council will ensure that those areas at risk of groundwater flooding are identified, and appropriate levels of assessment and mitigation are proposed and undertaken by developers during the planning and approval process for all proposed developments.

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In prioritised areas of the Enbourne catchment where significant development is due to take place, Hampshire County Council will:

Ensure that the Local Planning Authority only approve new developments that sufficiently demonstrate that a rigorous maintenance regime will be implemented for their surface water management systems.

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These reports should contain as built plans and photographs of surface water drainage assets in situ to demonstrate correct construction has taken place. LPAs should also periodically review the construction of surface water management systems on new development to ensure it continues to adhere to best practice and industry standards.

17. Prioritised Area: Brownfield sites Policy

In prioritised areas of the Enbourne catchment where significant brownfield development is due to take place, Hampshire County Council will:

Make it best practice that a 50% betterment of surface water run-off rates is demonstrated for the surface water management features of any proposed development.

This will ensure that developers take on the responsibility to ensure that their new developments do not flood on areas of previously developed land. Also, large areas of impermeable surfaces within new developments will be broken up improving infiltration, increasing biodiversity, and adding to provision of blue/green infrastructure, along with all the multiple benefits this offers.

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Make it best practise for LPAs to request hydraulic modelling of surface water exceedance flows movement and management on the new development.

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In prioritised areas of the Enbourne catchment where development which requires attenuation on site with restricted outfalls is due to take place, Hampshire County Council will:

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This will ensure that very small diameter pipes are not being used for outfalls which will in turn reduce risk of blockage of said pipes from leaves, branches etc.

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In prioritised areas of the Enbourne catchment where development is due to take place on sites where infiltration is not viable either through infiltration rates, groundwater levels and/or policy/best practice restrictions, Hampshire County Council will:

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This will ensure that sites which cannot drain to ground, and which have no demonstrable outfall to a waterbody or agreement in principle to a public sewer connection, will remain undeveloped to reduce the risk of surface water flooding to surrounding areas.

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In residential areas of the Enbourne catchment HCC will:

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Details on how to apply these policies to specific catchments are shown in **Error! Reference source not found.** below. Error! Not a valid bookmark self-reference. summarise the features found in the Priority Areas, the principal sources of flooding and the impact these sources have on properties and key infrastructure.

The following actions will be undertaken in the priority area within the Enbourne catchment area to create baseline data and basis for future more detailed action plans to be produced in collaboration with partners:

Table 3 – Initial Actions for Priority Areas

No.	Initial Actions	Key Stakeholders
1	Collection and review of all existing site-specific fluvial and surface water flood risk data pertaining to the river(s) flowing through the priority group, as well as groundwater flood risk and historical flood data. The main rivers flowing through the priority group in the Enbourne catchment are the Bishops Wood Stream, the Kiln Pond and the Silchester Brook which flows through the Tadley.	Hampshire County Council Borough/District Councils associated with the priority group (see Table Error! Not a valid bookmark self-reference.) Environment Agency
2	Establish a high-level Flood Action Plan in response to the high fluvial and surface water flood risk for the priority group, this should include a Strategic Drainage Asset Management plan and a Strategic Drainage Plan. These will include in order of preference : <ol style="list-style-type: none"> 5. Natural Flood Management measures 6. Managing surface water within the upper catchment areas 7. Managing surface water through the catchment by retrofitting sustainable drainage systems 8. Provision of hard engineering measures 	Local communities in the Enbourne catchment Thames Water Environment Agency Borough/District Councils associated with the priority group Hampshire County Council Other relevant stakeholders associated with the priority group (see Table Error! Not a valid bookmark self-reference.)
3	Strategic Drainage Asset Management Plan (managing existing assets) <ul style="list-style-type: none"> • Natural flood risk management measures, this includes identifying and then developing a strategic inspection and community-led maintenance procedure of all existing natural drainage assets (drainage ditches, swales etc.) that likely convey surface water runoff into the river(s) flowing through the priority group. • Managing surface water within the upper catchment areas. Management measures may include inspection and maintenance of all existing drainage assets (ditches, drainage ponds, attenuation tanks etc.), minor landscaping works to attenuate flow, provision of woody dams, or sustainable drainage systems. • Regular inspection (CCTV surveys or other methods as identified by the Highway Authority) of drainage/pipework and maintenance of the strategic road routes at risk of flooding for each priority group. Repairs applied where necessary. • Regular inspection (CCTV surveys or other methods as identified by associated water companies) of existing surface and foul sewerage located in areas at high risk of surface water flooding for the priority group. Repairs applied where necessary. 	Local communities in the Enbourne catchment Thames Water Environment Agency Borough/District Councils associated with the priority group Hampshire County Council Other relevant stakeholders associated with the priority group (see Table Error! Not a valid bookmark self-reference.) Highway Authority
4	Strategic drainage plan (creation of new assets) <ul style="list-style-type: none"> • Managing surface water within the upper catchment areas- minor landscaping works to attenuate flow, provision of woody dams, or sustainable drainage systems. 	Local communities in the Enbourne catchment Thames Water

<ul style="list-style-type: none"> • Managing surface water through the catchment by retrofitting sustainable drainage systems into the built environment, such as ponds, swales, or permeable paving systems; and • Provision of hard engineering measures such as flood defence walls, embankments and structures if considered necessary. 	<p>Environment Agency Borough/District Councils associated with the priority group Hampshire County Council Other relevant stakeholders associated with the priority group (see Table Error! Not a valid bookmark self-reference.)</p>
<p>5 Detailed review and selection of the mitigation measures to be implemented as part of the Flood Action Plan for the priority group, with preference to lower cost simpler measures that can be undertaken by local groups before other measures. Further surveys, such as drainage, topographic and/or LiDAR surveys, followed by flood risk modelling work if considered appropriate, may be undertaken to support the review and selection process.</p>	<p>Hampshire County Council Borough/District Councils associated with the priority group (see Table Error! Not a valid bookmark self-reference.)</p>

TABLE 4 – PRIORITY GROUP 1 – Tadley

Below is a summary table of the characteristics and flood risk of priority group 1 – Tadley above.

Measures in the Action Plans may include the development of flood action groups, property level protection, community maintenance schemes as well as small to larger scale alleviation works if considered necessary.

Figure 13 – Natural Flood Management Hierarchy

Natural flood management hierarchy

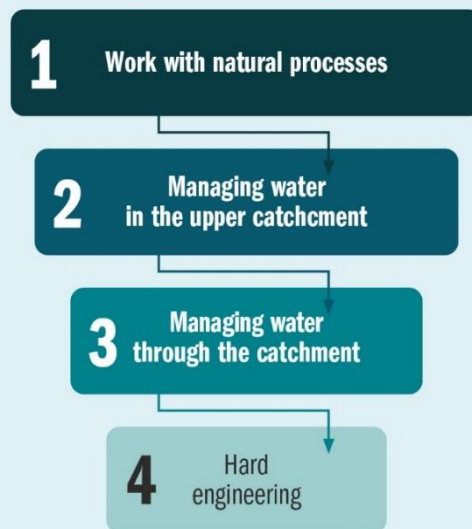


Table 5 – Natural Flood Risk Management Hierarchy

Steps	Description	Example Details
1	Working with natural processes	Changing or altering management techniques
2	Managing water within the upper catchment areas	Attenuation and woody dams
3	Managing water through the catchment	Sustainable drainage systems, vegetation growth
4	Hard engineering measures	Flood defence walls/embankments and structures.

Conclusions

The Enbourne CMP aims to support a more holistic and co-ordinated approach to flood risk mitigation and water management within communities that are at an increased risk of flooding. By adapting the Hampshire Catchment Prioritisation Tool to the Enbourne catchment area, 1 location has been selected as priority areas.

This area is: Tadley (affected by fluvial, groundwater and surface water flooding).

Flooding within this priority area comes from a number of sources. The interaction of these sources is hugely important to identify measures that can help manage the risk as a whole. Further investigations and surveys, followed by hydraulic modelling, where appropriate, may be required for the priority area as part of the development of an effective Action Plan.

This Action Plans will be developed by further assessing the nature, cause, and effect of flooding for the priority area. The Action Plan will include mitigation measures that seek to reduce the risk of flooding within the group and will be monitored and reviewed on a regular basis.

Appendix 1- Data

As part of the CMP, existing asset and flood risk data directly related to the Enbourne catchment area was sourced and reviewed. The datasets represent properties and road assets located within the area, as well as flood risk from different sources of flooding, and records of historic flooding. The datasets used as part of this assessment are presented in the table below.

Table 6- Datasets used to develop the Enbourne Catchment Plan

Dataset Name	Description	Source/Owner
Hampshire historic flooding	Record of historic flooding in Hampshire.	Hampshire County Council
Priority Salt Route	Strategic road network within Enbourne and Hampshire	Hampshire County Council
OS MasterMap topographic layer	Topographic map of the United Kingdom	Ordnance Survey
OS Open Roads	Road Network for the United Kingdom.	Ordnance Survey
Lower super output areas (LSOA)	Areas used to report national statistics, LSOAs contain 400 to 1200 households each	Office for National Statistics
Indices of multiple deprivation	Deprivation score for each LSOA area in England, based on number of indicators, chosen to cover a range of economic, social, and housing issues	Office for National Statistics
Multi-Coloured Manual (MCM)	Flood and Coastal Erosion Risk Management: A Manual for Economic Appraisal	Flood Hazard Research Centre
National receptor database (NRD)	A dataset that contains (among other things) the location of each property in England and Wales	Environment Agency
Flood map for planning	Flood risk from rivers and sea (Flood Zones 2 and 3)	Environment Agency
Risk of flooding from surface water	Indication of the broad areas likely to be at risk of surface water flooding	Environment Agency
Detailed River Network (DRN)	Dataset depicting river centrelines within the UK	Environment Agency
Susceptibility to groundwater flooding	Identifies areas where geological conditions could enable groundwater flooding to occur.	British Geological Society
Strategic Flood Risk Assessments	An overview of all sources of flood risk throughout the districts.	Councils: Eastleigh, East Hampshire District, Gosport, Havant, and Winchester City

Appendix 2- Prioritisation Methodology

Methodology

The Hampshire catchment prioritisation tool is a GIS based multi criteria analysis tool. A set of nine criteria was considered to assess the risk and impact of flooding at a strategic level. A description of each criterion is summarised in the table below. Further details on the approach can be found in the Hampshire Catchment Prioritisation Tool report (Doc ref: 5151452-ATK-00-XX-RP-G-0002), 26 January 2017.

Table 7- Criteria used in the Hampshire Catchment Prioritisation tool

ID	Name	Count	Data Source
1	Properties at risk of fluvial flooding	Counts of properties at risk of fluvial flooding	Flood map for planning Ordnance Survey (OS) MasterMap National Receptor Database
2	Properties at risk of surface water flooding	Counts of properties at risk of surface water flooding	Risk of flooding from surface water (RoFSW) OS MasterMap National Receptor Database
3	Properties at risk of coastal flooding	Counts of properties at risk of coastal flooding	As per criterion 1
4	Properties at risk of groundwater flooding	Counts of properties at risk of groundwater flooding	Susceptibility to groundwater flooding OS MasterMap National Receptor Database
5	Historic flooding	Counts of records with historic evidence of flooding	Hampshire historic flooding
6	Areas of deprivation, 20% and 40% most deprived	Count of deprived residential properties at risk of fluvial / surface water or coastal flooding	All flood sources (excl. groundwater) OS MasterMap National Receptor Database Index of Multiple Deprivation Lower Super Output Areas
7	Strategic Road Network at risk from flooding	Length (m) of strategic roads at risk of fluvial / surface water or coastal flooding	All flood sources (excl. groundwater) Priority Salt Route OS Open Roads
8	Road Repair costs	Repair costs (£) of all roads at risk of flooding	All flood sources (excl. groundwater) OS Open Roads
9	Present Value (PV) Damages	Count of residential properties at risk of fluvial / surface water or coastal flooding	All flood sources (excl. groundwater) OS MasterMap National Receptor Database MCM Manual

The assessment was based on a 1 km x 1 km square grid taken from the 2017 Hampshire catchment study and applied within the Enbourne catchment. Each grid square has been given a unique index value based on its vertical and horizontal position within the grid. For each criterion, a score representing the level of impact on a

grid square was assigned. Each score was then summed together to indicate the total impact that all sources of flooding have on all the properties, transportation, and other infrastructure assets within the grid square. These scores were thereafter ranked in descending order of total scores, with the lowest rank representing the highest priority. Groups with a total score of 2.0 or higher were then selected as Catchment Priority Areas. This ensured a fair comparison of risk across catchments, while only applying that Catchment Priority Area status to the groups with the most risk and where measures could be most easily justified.

The existing plans, historic flood risk, and policies have been reviewed as part of this assessment, to help inform the selection of priority communities. In addition, the latest Ordnance Survey (OS) building MasterMap and the most up-to-date EA flooding outlines (Flood Zones and RoFSW) have been compared with the data used for the Hampshire assessment (2017). No significant differences have been found with the assessment in 2017.

For the Enbourne catchment, grid squares ranked 168 or higher were immediately excluded as the risk of flooding within these areas were categorised as too low for further consideration. The remaining grid squares were subsequently grouped together, where considered appropriate, based on the following criteria:

- Similar location (e.g., small village in a rural area, or same neighbourhood in a city).
- Similar flooding source (e.g., same river branch or surface water flow path); and
- Similar total scores.

In conjunction with the above, the following exclusion criteria has also been applied to consolidate the total number of groups for this catchment:

- Any ungrouped residual grid squares ranked 93 or above have been excluded.
- All other groups comprising more than two grid squares have been retained.

Limitations and Assumptions

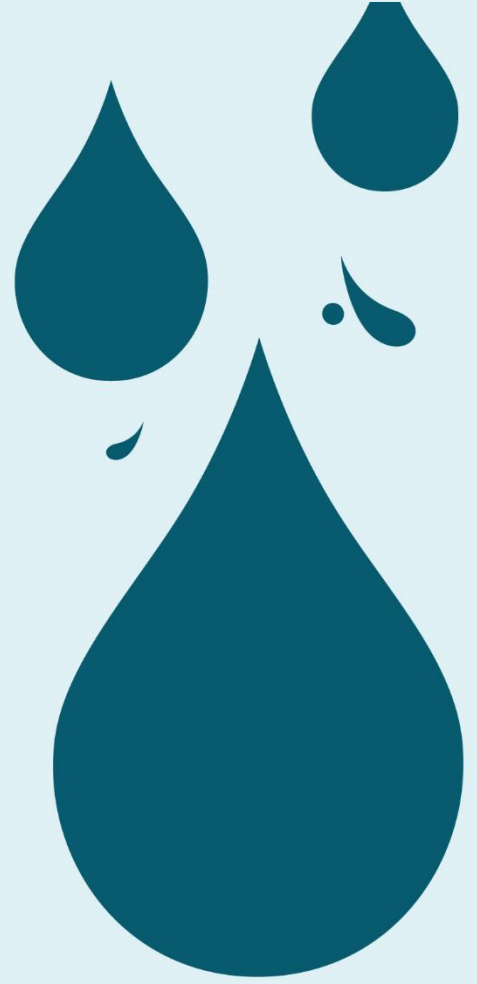
It should be noted that this approach is subject to the following limitations:

- All data located outside of the Enbourne catchment boundary has been excluded as part of this assessment. Hence all 1km x 1km grid squares along the boundary that contain areas that partially reside outside of this boundary will have all datasets related to that area excluded. This will result in a number of grid squares that will be ranked lower than they otherwise would be if all data pertaining to the entire associated area were to be included; and
- Ranking of each grid square is dependent on the weighting and risk factors that are applied to each criterion. The weights and risk factors were agreed in the 2017 Hampshire study.

Document Review Period

This document should be reviewed every 3 years in terms of changes in flood risk and legislative / best practice updates or sooner if major flooding identifies additional key areas at risk.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	12 May 2022
Title:	Project Appraisal Update: A32 Farringdon and Chawton Flood Alleviation Scheme – Phase 2
Report From:	Director of Economy, Transport and Environment

Contact name: David Ryder / Paul Prowting

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Purpose of this Report

1. The purpose of this report is to request further funding approval for Phase 2 of the A32 Farringdon and Chawton Flood Alleviation Scheme.
2. A previous Project Appraisal was approved on 23 September 2021, but the scheme costs have risen significantly for a number of reasons. There are several factors associated with this:
 - early-stage estimates have been reviewed again in light of increased risk around more extensive A32 traffic management constraints, contractor resource availability, and complexities encountered with buried utility plant. Original estimates were too optimistic in this regard due to the early stage of design detail at that time; and
 - in addition, allowance has been made within this new scheme cost for the uncertainty with respect to cost increases being seen across the construction sector. Factors include material shortages, rising fuel costs and labour costs. The regional market has also seen high volumes of infrastructure schemes seeking to be delivered to similar timescales, and other national issues such as driver shortages have impacted the sector post-Covid. Evidence has been seen through tendering of other County Council projects of increasing costs due to these market forces and in such an uncertain market, accurate scheme costs have proven difficult to estimate.
3. As such, new estimates of potential risk have been increased to add robustness, along with having a more accurate assessment of current scheme costs given the complexities noted above.

Recommendations

4. That the Executive Lead Member for Economy, Transport and Environment approves the £0.795million increase in the capital programme value of the A32 Farringdon-Chawton Flood Alleviation Scheme (Phase 2) from £0.386million to £1.181million, with the increase to be funded by the County Council's Flood Risk and Coastal Defence Budget.
5. That the Executive Lead Member for Economy, Transport and Environment approves the Project Appraisal Update for A32 Farringdon-Chawton Flood Alleviation Scheme, as outlined in this report.
6. 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 carry out survey and drainage works, as set out in this report, at an estimated capital cost of £1.181million to be funded from the County Council's Flood Risk and Coastal Defence (FRCD) Programme, Defra Flood Defence Grant in Aid (FDGiA) and Thames Regional Flood and Coastal Committee (RFCC) Local Levy.
7. 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

8. Phase 1 of this scheme was previously approved in September 2017. The aim of the flood alleviation scheme is to improve the management of both surface and groundwater conveyed by ordinary watercourses adjacent or near to the A32 highway through the village of Lower Farringdon and by a main river to Chawton village. Funding for a further phase of work (Phase 2), was requested in a Project Appraisal that was approved on 23 September 2021
9. The flood alleviation scheme will benefit the communities of Farringdon and Chawton and enable a major highway to remain open if a similar flood event to that which occurred in the winter of 2013/14 were to occur again. Although the scheme costs have risen, the protection of the A32 highway and reduction in flood risk to residents, businesses and landowners outweighs the option to reduce the scope of the planned work.
10. This scheme remains a priority in the face of rising costs for flood alleviation schemes and as the Highway Authority, Hampshire County Council has a duty to keep roads open and road users safe. The A32 highway is a key artery in keeping Hampshire moving and keeping this open is of significant strategic importance to the local economy.

Phase 2 Increase in Works Cost Estimate

11. Phase 2 of the A32 Farringdon and Chawton Flood Alleviation Scheme is made up of 16 discrete work areas stretching along a 5km length within the 88.1 km² water catchment area. It is unlike recently delivered schemes in the

flood management programme, due to its geographical extent, impact on an important principal highway route, the A32, and that half of the work areas are being delivered off the public highway on third party land.

12. Through working with the term highways contractor over the last 6 months, the County Council has undertaken further detailed site investigations through an extensive programme of trial holes. These investigations have identified deficiencies in the existing drainage system and complications from the presence of utility apparatus, including historic damage from their installation. The work with the term highway contractor and the investigations have also highlighted the additional complexities and logistical challenges of securing access to the remote work areas on third party land and the restrictive traffic management constraints along the A32.
13. The works cost estimate used to inform the September 2021 approval was compiled in Summer 2021. The findings of the most recent investigation, further development of the design, and unprecedented inflationary pressures in the construction market have driven the need for a thorough review of scheme costs. A new estimate was completed in March 2022 and this projects a significant increase in works and associated costs.
14. The increase is down to a number of factors. These include further design development and subsequent redesign due to the presence of extensive utility apparatus at unexpected depths, the requirement to replace additional parts of the existing drainage system, and the impact of working in 16 discrete work areas.
15. In addition, the unprecedented inflationary pressures in the construction market, due to factors including material shortages, rising fuel and labour costs and the current global situation had not reached the current levels at the time of producing the original estimate. The regional market has also seen high volumes of infrastructure schemes seeking to be delivered to similar timescales, and other national issues such as driver shortages have impacted the construction sector post-Covid. Evidence from the tendering of other County Council projects has confirmed increased costs due to these market forces and in such an uncertain market, accurate scheme costs have proven difficult to estimate.
16. To account for the growing risks and complications with the delivery of the works and current uncertainties in the construction industry, a risk contingency has been added to the works cost to improve its robustness and to reflect the difficulties in predicting outturn costs within the current market.

Summary of Phase 1 Completed Works and Proposed Delivery Strategy for Phase 2

17. Phase 1A involved extensive topographical and CCTV surveys, intrusive groundworks, and work to ditches, pipes, gullies and soakaways to determine the cause of the flooding from Mary Lane to Lumbry Park. Phase

1B reinstated some of the capacity and conveyance of the west side of the southern (upstream) part of the existing watercourse north from Mary Lane to Woodside Lane (north of the crossroads in Lower Farringdon). The location of the works in Phase 1 can be seen in Appendix A.

18. Phase 2 will continue to address flood throttles along the A32 corridor and north of the A31 to follow on from Phase 1 works and is planned to proceed via two delivery mechanisms to reduce delivery timescales, and to enable better coordination with the planned A32 Gosport Road re-surfacing.
19. Phase 2A (upstream of Woodside Lane) will be delivered under the Hampshire Highways Services Contract (HHSC) and will restore connectivity on the east side of the A32, add another culvert to cross the A32 and also add conveyance capacity in the highway system from Annetts Farm to the north end of Lower Farringdon, with minor additional highway works at Kitcombe. Much of this work will require localised temporary road closures as the contractor requires adequate working space to do the works, with the rest completed under lane closures. The traffic management requirements are complex due to the strategic nature of the A32, being used not only for diversion traffic from the A27, A31 and other major routes, but also as conveyance for traffic attending notable events in the area (Boomtown Fair being one of particular note). Ongoing discussions on how to optimally programme and deliver this work is underway with both the Local Network Coordinator and the contractor, taking into account third party factors in respect to timings.
20. Phase 2B will be delivered through the Generation 4.1 Construction Framework and will focus primarily on improvements to the remaining downstream length of the existing winterbourne from Woodside Lane to Chawton and on to Lumbry Park. The objective is to restore the impeded capacity conveyance of the 'main river' to manage surface water flow and improve discharge during periods of high groundwater levels. These downstream river works are primarily off highway but are in areas where groundwater is generally higher and more sensitive to weather conditions.
21. It is planned to carry out Phase 2A in Summer 2022, with works in Manor Farm Field envisaged to suit harvesting operations, and Phase 2B in the late Autumn of 2022 and Spring of 2023. A General Arrangement drawing showing the extent of Phase 2 can be seen in Appendix B of this report.
22. Once implemented, the measures will balance the conveyance of surface and groundwater exceedance, reducing the risk and severity of flooding primarily on the A32 and to adjacent properties and businesses.

Phase 2 Future Maintenance

23. The future success of the works undertaken in Phase 2 will be dependent on riparian owners undertaking regular maintenance works. The County Council expects riparian owners to fulfil their duties and obligations in this regard. If

they do not undertake robust maintenance post installation, there is a risk the system may fail locally. On such occasions the County Council and the Environment Agency may take enforcement action or carry out the required maintenance and re-charge the costs to the riparian owner.

Finance

24. In September 2021, approval was given by the Executive Member for Climate Change and Sustainability for the implementation of Phase 2 of the A32 Farringdon Flood Alleviation Measures utilising additional funding from the County Council's Flood Risk and Coastal Defence (FRCD) capital programme.
25. Subsequent to this approval, the works cost projection has significantly increased for the reasons set out in paragraphs 11-16 above. Therefore, a reduced scope scheme was considered and rejected. This would entail focusing works on or around those locations closest to residents and businesses to minimise their risk of flooding and ensure that they can safely access their properties in a long-term groundwater flood event. This would be at the detriment to keeping the A32 highway open and a significant portion of the additional funding is to resolve challenges within the existing drainage system under the A32. Based upon the 2013/14 flood event the proposed investment into this scheme could offset an estimated annual cost of damage if a similar event were to occur of around £1.63million compared with doing nothing.
26. Additional funding will be sought from other bodies and initial discussions have been undertaken with the Environment Agency in respect to the availability of further Defra Flood Defence Grant in Aid (GiA) and Thames RFCC Local Levy contributions. The Environment Agency recognises the impact that cost inflation has had on the viability of the flood and coastal risk management scheme. If other funding cannot be secured the County Council can underwrite the additional funding required utilising its Flood Risk and Coastal Defence Programme funding. If required, this will be at the expense of other flood alleviation schemes that would otherwise have come forward, but due to the importance of maintaining use of the A32 highway, this scheme is still considered to offer value for money.
27. This Project Appraisal Update seeks approval for Phase 2 at an estimated cost of £1.181million, an increase of £0.795million (of which £0.193million is associated with risk).

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design	163.4	14	Flood Risk & Coastal	864.2
Client Fee	36.1	3	Defence Programme	
Supervision	53.8	5	Defra Flood Defence	
			Grant in Aid (GiA) and	317

			Thames RFCC Local Levy	
Construction	734.7	62		
Risk	193.2	16		
Total	1,181.2	100	Total	1,181.2

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	2.2	0.002%
Capital charges	114	0.075%

Programme

28. The programme of works is outlined below.

Delivery package	Date
HHSC Works (Phase 2A)	Summer - Autumn 2022
Gen 4.1 Construction Framework (Phase 2B)	Autumn 2022 / Spring 2023

Scheme Details

29. It is proposed that the work is undertaken in two delivery phases but some parts of each phase may occur in parallel due to seasonal restrictions, work around harvest periods, other works on the A32 and associated diversion routes, and need for completion of work before the 2022/23 winter period.
30. The HHSC contract delivery package will improve the capacity and conveyance of the east side of the southern (upstream) part of the existing watercourse from Mary Lane to Woodside Lane, including Lower Farringdon. The works are to be undertaken in a number of discrete work packages within a distance of approximately 2.5km and would include:
- restoration and improvement of existing ditches and pipework on the eastern side of the A32;
 - condition survey, improvement and clearance of all existing culverts and pipes; and
 - installation, replacement, upsizing or realignment of pipes/ditches/swales across private gardens and fields to provide continuity of the network.
31. The Gen 4.1 Framework delivery package will improve capacity and conveyance of the northern (downstream) part as well as the management

of the watercourse and winterbourne (main river) from north of Woodside Lane to Chawton and Lumbry Park. The works are to be undertaken in a number of discrete work packages within a distance of approximately 3km and would include:

- installation, replacement, upsizing or realignment of pipes / ditches / swales across private gardens and fields to provide continuity of the network;
- improvement and clearance of all existing culverts and pipes;
- installation of measures to manage the conveyance of the winterbourne and upstream issues in a passive manner; and
- removal of further vegetation (as necessary) to ensure flow paths are clear and unhindered.

32. A General Arrangement showing the extent of the proposals can be seen in Appendix B of this Project Appraisal report.
33. Once implemented, Phase 2 measures will improve the management of surface and groundwater conveyance, reducing the severity of flooding on the A32 and enabling it to remain open, and giving protection to homes.
34. It is planned to begin HHSC works in June 2022 with delivery by the Hampshire Highways Term Contractor (Milestone) given their tie in to scheduled resurfacing works on the A32. The downstream works will start later in the Summer and continue until Autumn 2022, and it is planned this will be delivered via the Generation 4-1 Construction Framework. Some minor works may occur between summer of 2022 and spring 2023 due to possible impacts on bird nesting season and/or groundwater levels.

Departures from Standards

35. There are no departures from standards.

Consultation and Equalities

36. Quarterly Multi-Agency meetings with the Parish Council, East Hampshire District Council, Environment Agency and Thames Water have been held to date, in addition to regular briefings with the Local Member, to inform them of progress. The Local Member Cllr Mark Kemp-Gee fully supports the proposed works outlined in this report.
37. An existing communications plan ensures the dissemination of information to the community, residents and landowners where access is required. Public notices will also be displayed leading up to and during the works. The work includes advice to update the community Flood Action Plans.
38. An Equalities Impact Assessment has been undertaken, and the impact on the public and groups with protected characteristics is considered neutral. During construction it is anticipated that the scheme may cause disruption to residents, pedestrians and road users as access to playing fields, pavement and roads may be restricted. Works will be planned carefully to minimise any disruption caused.

Climate Change Impact Assessments

39. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
40. The assessment indicated that the key climate variable that the scheme could be vulnerable to is 'heavy rainfall and surface flooding'. Potential vulnerability of the scheme - once completed - is the ability of key infrastructure to withstand the combined impact of surface water flooding, high levels of groundwater (surcharging) and precipitation that exceed the 2013/14 flood events.
41. The flood alleviation scheme's key objective is to reduce flood risk as the area is at risk of river or surface or groundwater flood events, and there are natural points in the landscape on the project site where water could amass during periods of heavy rainfall. Mitigation will focus on connecting up the disparate drainage systems to function passively to reduce the depth and duration of future flooding on the homes and highway. Once completed, it will enhance the ability of key infrastructure to withstand the combined impact of surface water flooding, high levels of groundwater (surcharging) and precipitation that are similar to the 2013/14 flood events. The intention is to balance the overall drainage network to ensure flows in upstream and downstream catchments are managed to reduce the risk of flooding. The overall effect will be to reduce the flood risk to homes and keep the highway open, which aligns with the County Councils Strategic Aim: People in Hampshire live safe, healthy and independent lives i.e., 'Contributing to keeping you safer'.

Carbon Mitigation

42. Carbon emissions from this project arise from the use of materials for headwall construction e.g., concrete and steel, from plant and equipment required to undertake the work, and from stopped traffic or re-routing of traffic during operations which may require the closure of the A32. The carbon mitigation tool has identified there will be carbon emissions which are primarily linked with the installation of drainage pipes within the scheme area.
43. Carbon emissions will be mitigated by minimising the number of closures required through careful sequencing of construction operations, and by sourcing materials and plant locally wherever possible. These measures will be developed further with the appointed contractors.
44. The reduction of carbon emissions has been considered in the development of the scheme and plans for its delivery. If flooding were to occur again at the same level as historic events, there would be significant carbon emissions associated with the emergency response, the implementation of

traffic diversions and the necessary recovery and clear-up operations following the flood event. Avoiding these environmental, social and financial costs aligns with the wider strategic priorities of Hampshire County Council which include People in Hampshire live safe, healthy and independent lives i.e., 'Contributing to keeping you safer'.

Statutory Procedures

45. The works are considered permitted development under The Town and Country Planning (General Permitted Development) (England) Order 2015 as Hampshire County Council is the Highway Authority and the Lead Local Flood Authority (drainage body) as referred in Part 9 (Development relating to roads) and Part 13 (Water and sewerage). Ordinary Watercourse Land Drainage Consents and Environmental Permits will be obtained where necessary under existing delegations.

Land Requirements

46. There are no land purchase requirements necessary to implement the scheme. However, the respective contractors will need to access third party land to carry out works to reinstate/regrade land elevations to original lower levels. Section 100 of the Highways Act gives powers to the County Council to carry out works on third party land for highway drainage purposes. It is anticipated that where this applies, works will be undertaken using such powers, but consultations with the landowner will be carried out in advance of serving any notices.
47. Where works are required on third party land and Section 100 of the Highways Act does not apply, the County Council will work with the landowner to arrange access and if required, make formal arrangements via a licence or easement.

Maintenance Implications

48. Some additional drainage assets will be provided. These are standard items and will be added to the existing maintenance strategy with minimal impact.

Policy Objectives

National

National Flood and Coastal Erosion Risk Management Strategy for England (2020)

This strategy's long-term vision is for: a nation ready for, and resilient to, flooding and coastal change – today, tomorrow and to the year 2100.

It has 3 long-term ambitions, underpinned by evidence about future risk and investment needs. They are:

- climate resilient places: working with partners to bolster resilience to flooding and coastal change across the nation, both now and in the face of climate change
- today's growth and infrastructure resilient in tomorrow's climate: making the right investment and planning decisions to secure sustainable growth and environmental improvements, as well as infrastructure resilient to flooding and coastal change
- a nation ready to respond and adapt to flooding and coastal change: ensuring local people understand their risk to flooding and coastal change, and know their responsibilities and how to take action

The government's [Flood and Coastal Erosion Investment Plan](#) outlines how new flood and coastal schemes will better protect 336,000 properties by 2027, helping to avoid £32 billion in wider economic damages and reducing national flood risk by 11%.

Local

Hampshire County Council's Local Flood Risk Management Strategy (2020)

From working with communities developing new flood action plans, to improving the management of our natural resources, the County Council's ambition is to be at the forefront of flood risk and water management creating a safer, more resilient Hampshire.

Our priority is to protect people, homes, businesses and key infrastructure by:

- avoiding risks and managing water resources through effective planning and design,
- preventing future flooding by reducing or removing existing risks,
- adapting to flood risk in order to minimise the impact and enable normal life to return as soon as possible,
- enabling communities to be better prepared to react to flood events and recover more easily; and
- adopting effective practices that are sustainable and affordable now and in the future.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Executive Member for Environment and Transport - Project Appraisal: A32 Farringdon Flood Alleviation Measures	19/9/2017
Executive Member for Environment and Transport - Project Appraisal: A32 Farringdon Flood Alleviation Measures	23/9/2021
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
Flood and Water Management Act	2010
Land Drainage Act	1991

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>
A32 Farringdon Feasibility Report	SharePoint document reference A1001001A17C092A0354B80279

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.

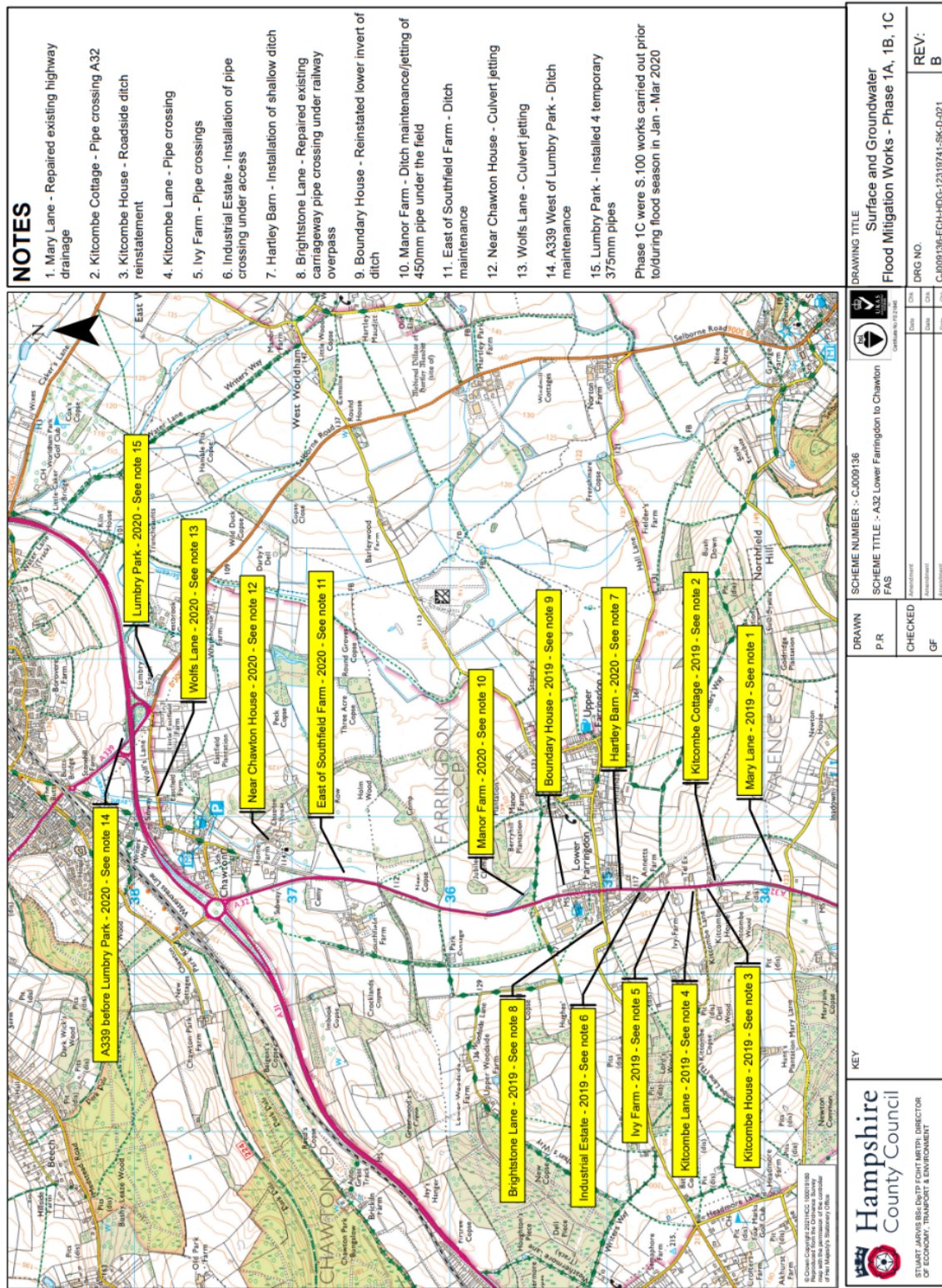
2. Equalities Impact Assessment

The current proposals have been developed in collaboration with the Environment Agency, East Hampshire District Council, Thames Water, Farringdon Parish Council and Chawton Parish Council (Multi Agency Group or MAG).

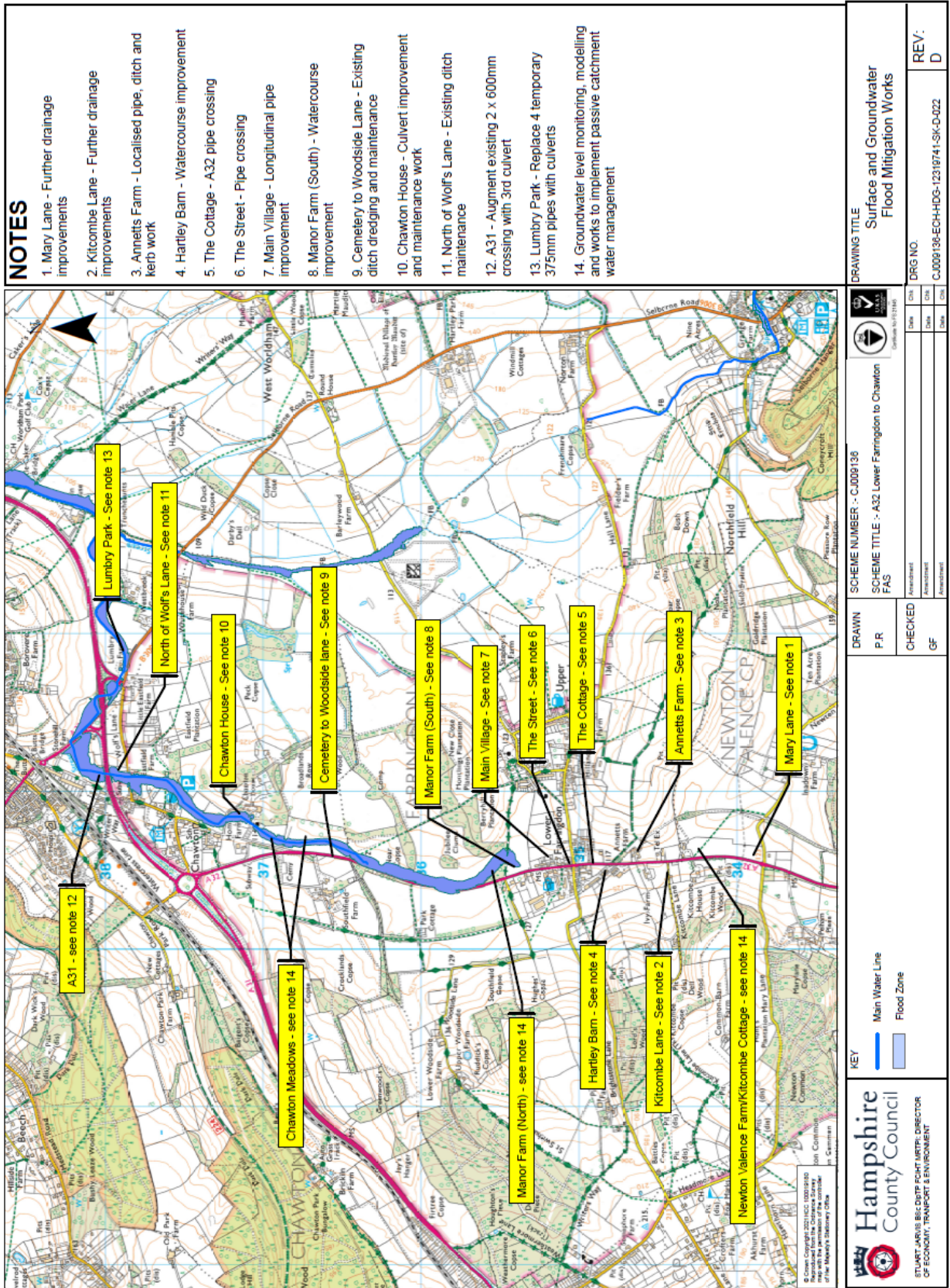
The impact on the public and groups with protected characteristics is considered neutral.

During construction it is anticipated that the scheme may cause disruption to residents, pedestrians and road users as access to playing fields, pavement and roads may be restricted. Works will be planned carefully to minimise any disruption caused.

Appendix A – General Arrangement – Location of completed Phase 1 works



Appendix B – General Arrangement – Location of proposed Phase 2 works



HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	12 May 2022
Title:	The Impact of the Inflationary Pressures on the Delivery of the Highway Maintenance Service
Report From:	Director of Economy, Transport and Environment

Contact name: Peter Rooney

Tel: 0370 779 4628

Email: peter.rooney@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide the Executive Lead Member for Economy, Transport and Environment with an update on the evolving impacts across the highways service of rapidly rising costs and the increasingly limited availability of key materials as a direct consequence of the current global situation. The report recommends that normal highway maintenance services are sustained as far as possible to ensure the decline in the condition of the highway network is not worsened. This will require an urgent reprioritisation of funding to ensure critical activities can continue to be sustained.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment notes the increasing inflationary pressures and associated impacts on the costs of planned and reactive highways maintenance works in 2022/23, principally as a consequence of the current global situation.
3. That the Executive Lead Member for Economy, Transport and Environment approves the re-direction of up to £3.5million of revenue funding from the additional £7million that was agreed by the County Council in November 2021, to cover the additional costs anticipated in delivering the planned 2022/3 Structural Maintenance Programme, as a one-off single year revision to the annual spend programme that was agreed in March 2022, as part of the Highway Network Recovery Strategy.

Executive Summary

4. The current situation in eastern Europe has resulted in significant and rapid increases in the cost of oil, gas and energy which have impacted manufacturing and global supply chains. These were already in a state of managed recovery following the impacts of Brexit and Covid.

5. The total estimated pressure on the highways maintenance service for the financial year 2022/23 could be in the region of £3-4.5million, and possibly higher as the situation is still evolving. This includes an additional £1million revenue pressure for routine and cyclic operations that will also be impacted by rising costs.
6. A number of options have been considered to manage the risks and anticipated impacts arising from the pressures, including reducing the planned maintenance programme significantly to bring the programme within the current budget, and reducing elements of the routine and reactive highways maintenance work to essential emergency and safety defects only. However, to reduce the programmes and service in this way would have a significant detrimental effect on the condition of Hampshire's highway network and would inevitably result in continued accelerated decline.
7. It is therefore proposed to continue delivering basic highway maintenance services as normal with financial support redirected from the additional funded activities, identified as part of the additional £7million package of works for the 2022/23 financial year, to planned structural maintenance (Operation Resilience), and specifically the surface treatments programme, to offset the increased costs.
8. This departure from the agreed Highways Network Recovery Strategy is proposed as a one-off arrangement for 2022/23, and future programmes will be planned on the basis of the original cash limits for Operation Resilience from 2023/24 onwards. However, the position in respect of construction inflation will be kept under review, particularly in the context of the current Government funding announcement of a flat three-year allocation for Highways Maintenance up to 2025/26. A further report will be brought forward later in the year, if it is considered that the Highways Network Recovery Strategy should be permanently revised.

Contextual information

9. The challenges and pressures affecting the highway maintenance service have been explained in detail in previous Decision reports; *Hampshire Highways Service Update*, 29 July 2021 and *Hampshire Highways – Highway Network Recovery Strategy*, 10 March 2022. These reports have highlighted that the main problems in Hampshire have been predominantly due to the increasing deterioration in the network condition following many years of under-investment in local roads maintenance from central Government. In light of the additional £7million of funding allocated to the Highways service in November 2021 the March Decision report recommended an investment strategy to address these issues. At the time of that report, it was known that the value of the extra £7million funding would be diminished by inflationary pressures such as the National Insurance increase and the limitations on red diesel use, which were already starting to become evident in the construction industry. However, this report details how these pressures have become significantly greater and more acute since the previous report was drafted and considered, and therefore proposes further temporary measures to address the changed circumstances.
10. The construction and highway maintenance industry continues to exhibit strong evidence of instability on the back of Brexit and the Covid pandemic with

inflation indices increasing as a consequence. Additional cost pressures have followed, along with the anticipated changes in legislation for “red diesel” and national insurance contributions, which came into effect from April 2022. However, the recent events in eastern Europe are now having a very significant and alarming impact on top of these existing challenges which has intensified the financial situation with inflationary pressures now evident in many areas.

11. The total pressure on the highway maintenance service for the 2022/23 financial year is forecast to be £3-4.5million, and this could increase if the Ukraine situation continues to deteriorate, further impacting supply chains and costs. This includes a potential ‘additional’ £1million inflationary pressure over and above the £3.5million pressure already identified for planned structural maintenance (Operation Resilience) for routine/cyclic revenue activities which have also been impacted by rising costs, many of which have already triggered contractual early-warnings and/or compensation events.
12. The Ukraine situation is already impacting national, international and pan-European material supply-lines, particularly for bituminous-based products, but all areas of construction activity are currently experiencing volatile changes in prices, costs and risk profiles. In a worst-case scenario this has the potential to have a greater financial impact on the delivery of the highway maintenance service than the Covid pandemic did.
13. The duration of the current situation is unknown, which will ultimately increase the risk profile of highway maintenance activities still further, and also impact unit prices.
14. Oil and gas prices are unstable and rising rapidly, and this directly affects fuel, energy, manufacturing, and also overhead costs. Bituminous products, i.e. asphalts, bitumen binders etc., are already being heavily impacted. Costs are continually increasing with asphalt suppliers no longer honoring guarantees on prices and refusing to provide new ones beyond a few days. The highways surface treatment annual programme, i.e., surface dressing, resurfacing etc., is currently approximately estimated to increase by circa £3million for 2022/23, but the figure could be higher because of the continuing uncertainty. The barrel price of oil is a key factor and this has nearly doubled in some markets. All areas of the highways service are anticipated to be affected by the broad increase in costs, but planned structural maintenance (Operation Resilience) activities are anticipated to be the most impacted as a high proportion of this work relies on bituminous materials.
15. Early warnings have already been issued by the County Council’s term highway maintenance contractor, Milestone Infrastructure Limited, and its larger supply chain partners, all raising very significant concerns about unsustainable cost increases. So far only a few key suppliers have provided indicative cost estimates, but this is anticipated to change over the coming weeks. Milestone Infrastructure has written to all members of its supply chain asking them to clarify their forecast position and whether they are experiencing financial difficulties. This is not intended to encourage contractual claims but instead to avoid the prospect of suppliers becoming insolvent, which will consequently affect service delivery.
16. Other national issues such as driver and labour shortages have continued to impact the sector and are creating further commercial and financial instability.

17. The challenge for the highway service is how long these increases can be sustained. Whilst frontline statutory services clearly need to be protected, the reality is that less proactive work may be completed on the ground due to material and labour costs and availability.
18. The Hampshire Highways Service Contract affords the County Council a degree of protection against dramatic price/cost increases. However, given the desire to preserve the collaborative relationship with Milestone Infrastructure, and the wider supply chain, the County Council has continued to react sympathetically to any early warnings or compensation events and, where appropriate, has reviewed payment mechanisms to ensure contractors and sub-contractors can remain solvent. The alternative, less desirable, solution is to reduce non-emergency and non-safety related works until the situation improves. Whilst this would minimize the inflationary and financial impact, there would be further deterioration in the condition of the highway network and also an increase in the backlog of maintenance work at a time when planned work is normally ramped up to take advantage of more favourable weather. Although a reduction in the work delivered would provide a saving, it is likely the contractor would be entitled to claims for compensation where costs have been incurred, therefore the savings would not necessarily reflect the full cost of the work aborted. There is also a public expectation of increased works as a result of the recent confirmation of the additional £7million annual funding.
19. Highways officers are continuing to work very closely with the County Council's delivery partners and supply chains. However, this active engagement will only serve to try and mitigate cost increases and sustain day-to-day delivery, and it will not stop them going up.
20. The *Hampshire Highways – Highway Network Recovery Strategy* report approved in March 2022, identified that the County Council has an estimated highway maintenance backlog of £377million, with £278million associated with carriageways and footways. Therefore, to maintain the Asset Management-driven strategy for highway maintenance it is considered imperative that planned structural maintenance (Operation Resilience) activities are sustained, which provide the optimal solution for maintaining and improving highway condition and ensuring cost efficiency. Reducing these work programmes would inevitably lead to an increase in highway defects such as potholes, and also an increased need for inefficient and costly reactive repairs.

Finance

21. The Highway Network Recovery Strategy indicated how the additional £7million of funding would be allocated for the 2022/23 financial year, with a strong emphasis on revenue funded activity in the early years of the strategy period. However, due to the immediate pressures outlined in this report, it is proposed to cover the increased costs for planned structural maintenance (Operation Resilience) from this additional £7million for this year only, as a one-off, acknowledging that this will subsequently reduce the quantum of additional non-safety related revenue funded work that was planned to be delivered from this new funding, e.g. sign cleaning, vegetation clearance, ditch/grip clearance and additional grass cutting etc. Whilst some additional revenue activity will still be

delivered in 2022/23, such as drainage cleansing and localised repairs, it will be at a lower level than indicated in the previous report.

22. The situation will need to be kept under review through the current financial year but, at this stage, it is anticipated that the funding profile for 2023/24 can be broadly as originally outlined in the Highway Network Recovery Strategy. However, given that the Government financial settlement for highway maintenance is flat for the current and subsequent two years, with no allowance for inflation, it is possible there could be sustained high inflationary pressure and this may require a further report to the Executive Member recommending revisions to the Highway Network Recovery Strategy.

Consultation and Equalities

23. Due to the nature of the approval sought for this report, limited consultation has been undertaken. However, the Highway team, Milestone Infrastructure and the wider supply chain are closely involved in actively and dynamically managing this situation and the associated risks and impacts.
24. The decision sought in this report will not reduce the scope of the service provided or have any impact on the individuals working on the service or service users, so has been assessed as having a neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate and address current pressures and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to maintain service delivery to all highway users and help maintain and/or improve highway safety.

Climate Change Impact Assessments

25. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

26. Despite the change in approach, adaptations will still be made to reduce the highway network's vulnerability to climate change by reducing the impact of flooding on the highway caused by heavy rainfall. Carbon sequestration and biodiversity in highway verges will continue to be increased through enhanced maintenance regimes, albeit at a temporarily reduced level. The investment in proactive planned structural maintenance activities will reduce the number of reactive repairs, which generate additional carbon emissions from transport as well as the works. Increased numbers of repairs also generate disruptions and diversions to the travelling public.

Carbon Mitigation

27. In light of the pressures on bitumen-based products, opportunities will be sought to expand the use of the County Council's highway materials recycling facility at Micheldever to provide more cold recycled materials for use in Hampshire's highway network, reducing the need for traditional hot materials.

Conclusions

28. Previous reports have highlighted the problems associated with the deterioration of the highway network condition. Costs are now increasing, linked to inflationary pressures arising from the global situation, and these will inevitably result in less work being undertaken on the network for the funding allocations that are available.
29. To effectively reduce the deterioration in the condition of the network over time it is imperative that structural highway maintenance operations are sustained as much as possible. These are likely to be the hardest hit area of the service financially, but there is robust evidence that they provide the best value in terms of cost-effective improvements in overall network condition. A higher than originally anticipated proportion of the additional £7million of highway funding, approved in November 2021 by the County Council, is therefore recommended to be reallocated, to planned structural maintenance (Operation Resilience) to offset the increasing costs. This will reduce the proportion of this additional funding that was expected to be allocated to enhanced revenue-funded activity, but it will provide Hampshire with a viable and sustainable solution for continuing to deliver its highways programmes in 2022/23.
30. The ambitions of the Network Recovery Strategy remain unchanged but if the recommended funding transfer is agreed, the approach outlined in the March report will effectively be delayed for one year.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Hampshire Highways – Service Update	29 July 2021
Hampshire Highways – Highway Network Recovery Strategy	10 March 2022

Section 100 D - Local Government Act 1972 - background documents	
<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 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 decision sought in this report is will not change the scope of the service provided or have any impact on the individuals working on the service or service users, so has been assessed as having a neutral impact on groups with protected characteristics. Approval is sought for service adjustments to accommodate current pressures and it is not anticipated that these proposals will have a direct impact on people with protected characteristics. Rather, they are intended to minimise disruption to all highway users arising from the current challenges and to help maintain highway safety.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	12 May 2022
Title:	Concessionary Fares Reimbursement 2022/23 Update
Report From:	Director of Economy, Transport and Environment

Contact name: Lisa Cook

Tel: 0370 779 7925

Email: lisa.cook@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to update the Council's approach to concessionary fare reimbursement for local bus operators from 1 April 2022 until 31 March 2023 in line with revised guidance from the Department for Transport (DfT).

Recommendation

2. That the Executive Member for Highways Operations approves a revised approach to concessionary fares reimbursement for local bus operators from 1 April 2022 until 31 March 2023, where reimbursement levels are based on the percentage of pre-COVID bus network an operator provides in line with the most recent Department for Transport (DfT) guidance.

Executive Summary

3. This paper seeks to set out the rationale for proposing to amend the approach to concessionary fare reimbursement payments for local bus operators between 1 April 2022 and 31 March 2023 that was approved by the Executive Member for Highways Operations on 27 January 2022.
4. The proposed amended approach would see the County Council reverting to reimbursing bus operators based on the percentage of pre-COVID-19 bus network that an operator provides. As an example, this would see an operator running 80% of the services which they were providing during 2019/20 receiving 80% of the concessionary fares reimbursement which they received during 2019/20.
5. This is the approach to reimbursement adopted by the Council in 2021/22.
6. This would provide additional funding to Hampshire's local bus operators, within existing County Council budgetary resources, to allow time for patronage levels to further recover and get closer to pre-Covid levels. This is particularly important following the impact of Omicron, and the corresponding Plan B restrictions, on recovering patronage levels.

Contextual information

7. On 27 January 2022, the Executive Member for Highways Operations approved the approach for concessionary fare reimbursement payments to local bus operators for the period 1 April 2022 to 31 March 2023 in line with the Covid-19 Recovery Strategy: Concessionary Fares Funding, October 2021 guidance issued by the DfT.
8. This guidance, and the approved Decision Day report, outlined a phased approach for reimbursements in 2022-23, facilitating the transition back down to actual concessionary patronage levels. This set out that the Council would initially pay concessionary fare reimbursement at 90% of pre-Covid levels in April 2022. This was followed by the principle that the Council would gradually decrease reimbursement payments to bus operators by 5% every other month until these payments met with actual patronage levels.
9. On 24 February 2022, the DfT emailed all Concessionary Travel Authorities (CTAs) stating that its suggested Recovery Strategy was published prior to the emergence of the Covid-19 Omicron variant and subsequent Plan B restrictions, meaning patronage levels had not recovered at the rate initially forecast. The DfT raised concerns, following its discussions with both LTAs and bus operators, over the impact that the implementation of the Recovery Strategy could have on service or demand levels.
10. Further to this, on 29 March 2022, the DfT issued its Concessionary Travel Alternative Strategy. Within this document, the DfT stated that for the 2022/23 financial year, CTAs should choose which is the most appropriate method of continuing concessionary fares funding at pre-Covid levels to ensure a smooth recovery period, from the following recovery options;
 - a. Reduce pre-Covid level payments in line with the recovery strategy contained within the Concessionary Travel Recovery Guidance, issued on 29 October 2021.
 - b. Maintain pre-Covid level payments for the duration of the 2022/23 financial year, should CTAs deem local circumstances require this.
 - c. Reduce pre-Covid payments in line with the *Alternative Recovery Strategy*. This strategy follows the same approach as set out in paragraph 7 but with a delayed implementation date of 1 July 2022.
 - d. CTAs adopt their own approach to pre-Covid concessionary reimbursement for the 2022/23 financial year. The DfT urged CTAs to be sensitive to the financial needs of operators and balance this against any alternative reduction in concessionary fare payments to mitigate immediate negative impacts to operators and service levels.
11. Following engagement with Hampshire's local bus operators, it was clear that the impact of omicron and plan B restrictions on the approved approach to concessionary fares reimbursement (option one of paragraph 9) would put a number of bus services in a vulnerable position and likely result in reductions.
12. To protect these services, and in the light of the revised guidance from DfT issued on 29 March 2022, it is proposed that the County Council implements the reimbursement approach used in 2021/22 based on the percentage of pre-COVID-19 bus network that an operator provides.

13. This approach follows the principles of option two within paragraph 9, maintaining pre-COVID level payments for the duration of 22/23 financial year, whilst also utilising the ability in option four to develop a bespoke approach for Hampshire's local bus sector. This provides the most appropriate support and security to Hampshire's bus operators to enable them to effectively plan their service provision and networks over the coming months while continuing to offer value for money.
14. Patronage of those who hold a concessionary bus pass has been slower to recover than that of passengers who pay a fare. This is for a number of reasons including higher levels of nervousness over using public transport and going to crowded places following the pandemic within this demographic and changes in shopping habits with an increased focus on home deliveries.
15. Providing Hampshire's bus operators a full year of pre-COVID reimbursement provides an element of financial security whilst patronage returns on a slower trajectory than that of fare paying passengers. It is for this reason this approach is proposed over option three listed in paragraph 9 which would see payments gradually reduce between 1 July 2022 and 31 March 2023.

Bus Recovery Grant

16. Bus operators have two forms of on bus revenue, the revenue through the concessionary fares scheme as discussed above and the fares passengers pay when they board the vehicle. Since the outset of the pandemic, the Government through successive grants, has been making up the shortfall of onboard fare revenue caused by passengers not travelling due to the impact of COVID.
17. The Government has extended its existing financial support for lost fare revenue through the Bus Recovery Grant for operators until 5 October 2022. This extension comes with a greater emphasis on Local Transport Authorities such as Hampshire County Council and Bus operators working together to ensure a viable network post October 2022.
18. The security of concessionary fare revenue between October 2022 and 31 March 2023 would aid this process and enable the partnership between bus operators and the County Council to design a financially sustainable network for the future based on further recovered patronage levels by both fare paying passengers and those who hold a concessionary bus pass.

Finance

19. The approach of maintaining concessionary fare reimbursement based on the percentage of pre-COVID-19 bus network that an operator provides as recommended within this report is affordable within the existing concessionary fares budget allocation, albeit costing potentially more than the original proposal. The proposed reimbursement is considered to provide value for money by ensuring the continuation of current bus provision to allow patronage of concessionary fare holders to recover over the coming year.
20. Government advice sets out the principle that when suppliers accept financial support from a local authority they are agreeing to operate on an "open book basis" and therefore will provide evidence that a profit is not being generated as a result of this financial support.

21. Reimbursement payments are made in arrears. This means that an operator will be reimbursed for the use of concessionary bus passes in April by the end of May. This means that the reimbursement approach approved in January has not yet been fully implemented as the vast majority of operators have not yet received their reimbursement payments for April 2022. This means that if this decision is approved, there will be no need for any payment reconciliation process for these operators.
22. Two operators receive a payment in advance at the start of each month due to the value of their reimbursement payment. If this decision is approved, the standard quarterly reconciliation exercise for these operators would ensure that payments already made were retrospectively adjusted to be in line with the new revised approach.
23. Hampshire County Council is able to fund the additional concessionary fare reimbursement for local bus operators as outlined in this report, to help support local bus operators this financial year in recognition of the slower than anticipated recovery of concessionary fare patronage following Covid. This is in line with Government objectives to support local bus services and operators. However this is 'one-off' funding as a result of savings due to the pandemic, and is not a sustainable longer term source of funding. In this context it is particularly disappointing that the Government recently made a decision to award no Bus Service Improvement Plan (BSIP) funding at all to Hampshire County Council, and a number of other authorities locally and across the Country. This is therefore likely to limit the extent to which the County Council can continue to support local bus services in the light of increasing financial pressures, including in the area of Highways Maintenance, for which central government funding has also been reduced for 2022/3 and frozen at the same level for future years, despite construction inflation running into double figures.

Performance

24. The principle of the English National Concessionary Travel Scheme is that bus operators should be no better or worse off for accepting a concession. In order for CTAs to reimburse at a higher level than that based on actual patronage, a temporary Statutory Instrument was successfully laid by Government on 14 March 2022. This provided CTAs, in principle, with both the ability and the legal grounds to make pre-Covid level payments, during the 2022/23 financial year.

Consultation and Equalities

25. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the County Council's equality objectives.
26. The proposal to revert to the concessionary fare reimbursement arrangements adopted by the Council in 2021/22 is designed to minimise service reductions thus mitigating some of the impacts raised previously in the Concessionary Fares and Community Transport Contract Payments report approved by the Executive Member for Highways Operations on 27 January 2022. Specifically, the previous proposals were for a phased approach to reducing concessionary fares reimbursement payments to local bus and community transport operators. This could have led to a possible reduction in local bus provision which could

have had a negative impact on groups with the protected characteristics of age, gender, disability and race, that are proportionally more reliant on off-peak and rural bus networks for accessing services. Also, potentially the characteristic of religion or belief may have been impacted in relation to attending a place of worship on a Sunday, when bus services may be more limited.

27. The proposed revised approach reverts back to the reimbursement arrangements adopted by the County Council in 2021/22, and therefore has a neutral impact on all protected groups, as it proposes no change to the bus operator support for this financial year. However, it is worth noting that as this proposed approach provides more financial security for local bus operators than the decision in January, supporting the current bus provision and reducing the risk that local provision may be reduced, there is an indirect positive impact on the groups identified above, due to reverting to the previous status quo.

Climate Change Impact Assessments

28. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
29. The proposal within this report aims to better support Hampshire's local bus operators and lower the risk of large numbers of service reductions. Contributing to the viability of Hampshire's bus network supports the County Council's climate change priorities and provides alternatives to the private car with an associated minimisation and reduction of carbon emissions.

Conclusions

30. This recommendation would contribute towards maintaining the existing bus network in Hampshire which would allow some time for bus patronage to recover towards pre-pandemic levels. This additional time is especially important to build back the confidence levels of those who travel with a concessionary bus pass.
31. The recommendation set out in this report would provide continued support to the bus industry in Hampshire promoting the longer-term resilience of this sector contributing to the economic recovery from the COVID-19 pandemic. The recommendation is consistent with the latest advice from the Department for Transport and has no adverse budgetary impact on the County Council. By continuing to provide vital support to the bus industry at this time, the County Council is maintaining positive and productive partnership working between transport operators and Hampshire County Council.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Concessionary Fares and Community Transport Contract Payments-2022-01-27-ELMETE Decision Day (hants.gov.uk)	<u>Date</u> 27 Jan 2022
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<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:

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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;
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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:

The proposal to revert to the concessionary fare reimbursement arrangements adopted by the Council in 2021/22 is designed to minimise service reductions thus mitigating some of the impacts raised previously in the Concessionary Fares and Community Transport Contract Payments report approved by the Executive Member for Highways Operations on 27 January 2022. Specifically, the previous proposals were for a phased approach to reducing concessionary fares reimbursement payments to local bus and community transport operators. This could have led to a possible reduction in local bus provision which could have had a negative impact on groups with the protected characteristics of age, gender, disability and race, that are proportionally more reliant on off-peak and rural bus networks for accessing services. Also, potentially the characteristic of religion or belief may have been impacted in relation to attending a place of worship on a Sunday, when bus services may be more limited.

The proposed revised approach reverts back to the reimbursement arrangements adopted by the County Council in 2021/22, and therefore has a neutral impact on all protected groups, as it proposes no change to the bus

operator support for this financial year. However, it is worth noting that as this proposed approach provides more financial security for local bus operators than the decision in January, supporting the current bus provision and reducing the risk that local provision may be reduced, there is an indirect positive impact on the groups identified above, due to reverting to the previous status quo.

Executive Summary

7. This paper seeks to set out;
 - the context for Community Energy in Hampshire;
 - the policy framework for investment, along with the reporting and shareholder mechanisms;
 - the benefits of the recommended approach to meeting the County Council's climate change targets; and
 - the next steps required.

Contextual information

8. Energy is a new area of activity for the County Council, and an extremely complex and challenging one. It is becoming widely recognised that decarbonising national and local energy systems will be crucial to the successful achievement of climate change targets at both the national and local levels.
9. To meet national climate change targets, more renewable energy needs to be generated across the UK. Renewable energy generated within Hampshire is currently extremely low, at less than 3% of the county's needs. The opportunity to generate energy that is low carbon and local is significant, however the path to viable, funded schemes is complicated and not simple to navigate without extensive experience. Community energy can have a huge impact on the generation of renewable energy.
10. As previously stated, only 3% of Hampshire's energy needs is met by locally produced renewable energy. Local action is therefore essential, particularly where local socio-economic conditions require locally adapted policy and co-ordinated action to ensure local infrastructure resilience and social inclusivity. It is also clear that this would be best achieved through local open energy systems that enable all 'community' stakeholders to participate in a full range of trading opportunities.
11. Community energy is being recognised as one of the most important ways in which the UK will meet its carbon targets and indications are that the Department for Business, Energy & Industrial Strategy will be seeking to prioritise this over the coming years with further support and funding. To enable and support this the County Council launched a project with Community Energy South (CES) to develop a pathway to community energy in Hampshire.
12. Hampshire County Council has funded CES from the climate change budget to deliver the Community Energy Pathways programme since July 2020. In November 2021 the County Council was awarded £200,000 from the Community Renewal Fund, which will allow this Pathways work to continue in Hampshire up to June 2022.
13. The funding for developing a network of community energy groups is critical to ensuring that community energy schemes are actually implemented, which will contribute directly to Hampshire County Council's climate change targets.

14. Since 2012, over £155million has been raised by over 104,203 people in community shares across the UK, supporting over 450 co-operative and community businesses (including shops, pubs, renewable energy schemes, housing projects and community hubs). Community shares is a user-friendly name for withdrawable, non-transferable share capital: a form of equity uniquely available to co-operative and community benefit societies. They are a flexible and effective way to raise finance.
15. In 2021, Community Energy England carried out a survey with 220 community energy organisations within the UK. Community energy organisations have raised over £30 million in community shares. During the pandemic in 2020, 50 organisations immediately redirected a total of £200,000 to the local people and projects that needed it the most.
16. The Community Energy South project provides the essential starting point for a county-wide community energy network to grow and develop in a self-sustaining and viable way. This project reacts to local needs and interest in achieving net zero.
17. To engage with groups and individuals to establish the level of interest in community led energy projects and to find out what plans, ideas and skills were already in place Hampshire, the CES project started with a survey which was sent to approximately 350 groups across Hampshire. The survey results helped to identify five groups for 'first-steps' business development support and aided CES to develop training and guidance to support new groups and projects.
18. These groups were Energy Alton, Greener Brockenhurst, Hambledon Greening Campaign, Petersfield Climate Action Network and Sustainable Overton.
19. CES have since been working with the most developed group identified for 'first-steps' development, Sustainable Overton, to assist them to take their community projects to the next stages.
20. With the support from CES, Sustainable Overton successfully secured a Rural Community Energy Fund grant, identified suitable locations for 300kW+ of community owned solar, and have received tenders for the installations.
21. Test Source Community Energy (TSCE) limited, a new Community Benefit Society, has now been established by Sustainable Overton and a community share offer to finance the installations will soon be launched.
22. In January 2022, the County Council took a decision to invest £10,000 from the climate change budget and become a shareholder in this scheme once shares are launched.

Policy Framework for Revolving Community Energy Fund

23. The recommendation in this report is that Hampshire County Council sets up a £250,000 Revolving Community Energy Fund (RCEF) to support future community energy schemes that are developed through the CES programme with a maximum of £25,000 per investment.

24. A RCEF established by the County Council could mobilise significant community investment in renewables across Hampshire.
25. Investment in a share offer will enable a community energy society to become operational and earn income. Once a society is operational, it has the credibility for further share offers and/or borrowing against the assets of the society, facilitating the rapid scaling of community energy across Hampshire.
26. An RCEF of £250,000 that would invest in share offers could kickstart millions of pounds of investment in community energy in Hampshire.
27. The details of how the RCEF will be administered and the criteria for investment have been developed in consultation with CES, Legal and Financial Services.

Purpose of Investments

28. The primary objectives for the investments made through the RCEF will be:
 - helping to meet the County Council's climate change target for carbon neutrality by 2050, by supporting the generation of local renewable energy; and
 - enabling the County Council to provide leadership and support to communities across Hampshire to encourage them to get involved in community energy projects to help decarbonise and build local resilience.
29. Any commercial returns on these investments will be a secondary benefit and are not the primary purpose for investing. The investments are also not being made for treasury management purposes. These investments will therefore be classified as investments for service purposes.

Eligibility for Investment

30. The RCEF will, for the proposed three-year timeframe, only invest in community energy projects that have been developed through the CES pathways work.
31. There are a number of reasons why this is the most robust approach to begin with:
 - investment opportunities will have been through the CES pathways process and as such will be assured of the due diligence of experts within CES;
 - as the County Council is supporting CES, this process will maximise the impact and success of both schemes; and
 - it will reinforce the County Council's commitment to the generation of community energy.
32. This report seeks approval for delegated authority to be given to the Director of Economy, Transport and Environment to agree each investment decision in

consultation with the Executive Member for Climate Change and Sustainability the Climate Change Board.

Due Diligence

33. The criteria that will be used to assess investment opportunities brought forward through the CES programme are:
 - the share offer is externally assessed against Community Shares Standard Mark or equivalent quality standard;
 - where the share offer is not externally assessed, the purpose of the investment is clear, the business model is outlined, community engagement is evident, and the legal structure protects the community benefits from being privatised;
 - carbon savings expected are quantified, or other appropriate impact measures are evident;
 - financial projections show that the investment is profitable over a five-year or more horizon, and there are no negative cashflow and balance sheet issues;
 - the risk register and project timeline provide confidence that the project will be delivered; and
 - any state aid/de minimus issues will be assessed by CES.
34. All share offers will also be assessed by legal and financial services before any final approval for investment is made by the Director of Economy, Transport and Environment in consultation with the Executive Member for Climate Change and Sustainability and the Climate Change Board.
35. The County Council does not make direct investments in share offerings of small local entities for treasury management reasons due to the level of risk involved in these investments. However, the County Council understands and is willing to accept a greater degree of risk for investments made through the RCEF given the primary purpose of these investments is the climate change objectives being pursued.
36. The Prudential Code (2021) requires local authorities to ensure that plausible losses from investments for service purposes could be absorbed without unmanageable detriment to local services. The RCEF is a very small proportion of the County Council's overall budget and any investments that do not return the amount originally invested will not have a material impact on the County Council's financial sustainability.

Legal Considerations

37. Investment agreements will be based on the share offer documentation pre-vetted by CES. These will be reviewed by Hampshire County Council's legal services before investment decisions are taken.
38. The Director of Economy, Transport and Environment will represent Hampshire County Council as the shareholder for each investment.
39. The Director of Economy, Transport and Environment will undertake to consult with the Climate Change Board and legal and finance officers on any

matters relating to investment decisions as a shareholder outside of business as usual.

Financial Mechanisms

40. The total investments will not exceed the £250,000 allocated to the RCEF. If, during the course of the three years the total allocated investment budget needs to be reviewed, a further paper will be brought to the Executive Member for Climate Change and Sustainability.
41. All dividends received from the investments will be recycled back into the RCEF.
42. Investments made through the RCEF are likely to constitute capital expenditure and therefore when the investments are redeemed or otherwise exited the amounts returned will be classified as capital receipts.

Reporting

43. As shareholder reports are received these will be shared and reported to the Climate Change Board
44. These reports will also be shared with legal and finance officers as required.
45. All investments made from the RCEF will be reported on annually as part of the annual climate change reporting cycle to Cabinet. In addition, further reporting on the investments will be made as required in line with the Treasury Management Code (2021).
46. In 2025 a formal review of the RCEF will be undertaken and any recommendations for next steps will be brought to the Executive Member for Climate Change and Sustainability.

Other Considerations

47. To ensure that the support offered by CES is able to be accessed by a wide range of communities, and not just those of a certain demographic, CES will work alongside the Greening Campaign, a grass roots project also being supported by the County Council.
48. The Greening Campaign (GC) is being rolled out across Hampshire and is already engaging with some harder to reach communities. Through the GC, communities are encouraged to take action on climate change from household to community level. In this way, communities who may not be initially able to engage in developing community energy projects can be encouraged and supported through the GC and then passed on to CES.

Consultation and Equalities

49. To engage with groups and individuals to establish the level of interest in community led energy projects and to find out what plans, ideas and skills were already in place in Hampshire, the CES project started with a survey which was sent to approximately 350 groups across Hampshire. The survey results helped to identify five groups for 'first-steps' business development support and aided CES to develop training and guidance to provide support for new groups and projects.

50. The proposal would have a neutral impact on all the protected characteristic groups because the proposal is funding an RCEF from the climate change budget, which is not intended to impact services to residents.

Climate Change Impact Assessments

51. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

Climate Change Adaptation

52. The climate change adaptation decision tool was found to be not applicable because the proposal is to set up an RCEF. As the decisions in the report are financial a climate change assessment is not required. However, the proposal to invest in local energy schemes will help to tackle climate change as it will ensure that the communities can take greater action towards local energy generation which would increase future resilience.

Carbon Mitigation

53. The climate change mitigation decision tool was found not to be applicable because the decisions in the report are financial and therefore, do not contribute towards carbon emissions. Therefore, a climate change assessment was not needed. However, the proposal to establish a RCEF will help to reduce carbon emissions because it will allow communities to invest in renewable technology, reducing the carbon emissions that are produced.

Conclusions

54. In order to deliver on the County Council's commitments on climate change as set out in its Climate Change Strategy, significant progress on energy will be needed across a range of areas from energy generation, distribution and efficiency. Community energy is a key and significant element of this, delivering not only on the climate change targets but also providing wider benefits to the communities where these schemes are developed and delivered.
55. It is therefore critical that Hampshire County Council continues to lead, engage and support community energy in Hampshire in a range of ways.
56. This paper sets out recommendations that could have significant positive outcomes for community energy in Hampshire, whilst also creating an income stream to provide a sustainable longer-term mechanism for funding and supporting community energy projects.

57. If approved this initiative would clearly demonstrate Hampshire County Council's leadership on climate change to the residents of Hampshire.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Climate Emergency Motion Hampshire 2050 Commission of Inquiry Climate Change Strategy Climate Change Action Plan Climate Change Strategic Framework Climate Change Annual Report	<u>Date</u> June 2019 September 2019 July 2020 September 2020 February 2021 October 2021
Direct links to specific legislation or Government Directives	
<u>Title</u> Climate Change Act National Adaptation Programme	<u>Date</u> 2008 2018

Section 100 D - Local Government Act 1972 - background documents	
<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 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:

- 2.1. The proposal is to invest in community energy projects being developed through the Community Energy South Pathways programme funded by Hampshire County Council. The investment will help support renewable energy generation at a local level. The proposal would have a neutral impact on all the protected characteristic groups because the proposal to set up a Revolving Community Energy Fund from the climate change budget which is not intended to impact services to residents.