Hampshire County Council

NOTICE OF MEETING

Meeting	Executive Member for Economy, Transport and Environment Decision Day
Date and Time	Tuesday, 16th July, 2019 at 2.00 pm
Place	Chute Room, EII South, The Castle
Enquiries to	members.services@hants.gov.uk

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

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

AGENDA

KEY DECISIONS

1. BASINGSTOKE TRANSPORT STRATEGY (Pages 5 - 162)

To consider a report of the Director of Economy, Transport and Environment regarding the consultation process and comments received relating to the publication of the Basingstoke Transport Strategy and seeking formal approval of the Strategy.

2. COMMUTED SUMS POLICY GUIDANCE (Pages 163 - 192)

To consider a report of the Director of Economy, Transport and Environment updating the Executive Member on the development of new Commuted Sum Policy Guidance and Commuted Sum Calculator and seeking approval in principle for the proposed approach before engagement and consultation with local planning authorities and developers.

NON KEY DECISIONS

3. ETE CAPITAL PROGRAMME 2018-19 END OF YEAR & QUARTER 1 2019-20 (Pages 193 - 208)

To consider a report of the Director of Economy, Transport and Environment regarding a high-level summary of progress and delivery within the capital programme and confirming the year end position for 2018/19 and also detailing early progress of the capital programme in 2019/20.

4. TRANSPORT FOR THE SOUTH EAST - HAMPSHIRE COUNTY COUNCIL RESPONSE TO FORMAL CONSULTATION ON THE DRAFT PROPOSAL TO GOVERNMENT (Pages 209 - 220)

To consider a report of the Director of Economy, Transport and Environment approving the response to the consultation on the draft proposal for the setting up of a Transport for the South East Board.

5. PROJECT APPRAISAL: BRADFORDS ROUNDABOUT AIR QUALITY SCHEME FARNBOROUGH (Pages 221 - 232)

To consider a report of the Director of Economy, Transport and Environment seeking approval for the implementation of the Bradford's Roundabout improvement scheme in Farnborough.

6. GUIDANCE FOR RESIDENTS FOR ON-STREET ELECTRIC VEHICLE CHARGING IN HAMPSHIRE (Pages 233 - 244)

To consider a report of the Director of Economy, Transport and Environment seeking approval of guidance for residents on precautions to safeguard public safety when charging electric vehicles using a cable across a footway and/or grass verge.

7. USE OF NON-PRESCRIBED SIGNS ON PUBLIC HIGHWAYS (Pages 245 - 250)

To consider a report of the Director of Economy, Transport and Environment on recent guidance from the Secretary of State for Transport regarding the use of non-prescribed traffic signs on local authority roads. The report further seeks authority to remove reported non-prescribed traffic signs.

8. APPOINTMENTS TO OUTSIDE BODIES (Pages 251 - 252)

To consider a report of the Director of Transformation and Governance on appointments to Outside Bodies.

ABOUT THIS AGENDA:

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

ABOUT THIS MEETING:

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

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

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	16 July 2019
Title:	Basingstoke Transport Strategy
Report From:	Director of Economy, Transport and Environment

Contact name: Hannah Roper

Tel: 01962 832239 **Email:** hannah.roper@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to outline the consultation process and comments received relating to the publication of the Basingstoke Transport Strategy.
2. The report will also seek approval of the amended document, including its outlined implementation plan as the final and adopted Basingstoke Transport Strategy.

Recommendations

3. That the Executive Member for Economy, Transport and Environment notes the findings of the recent consultation, outlined in this report, and formally approves the Basingstoke Transport Strategy.
4. That the Executive Member for Economy, Transport and Environment authorises work on the next stage of scheme planning and development work, subject to securing financial resources to complete such work, including a contribution from Basingstoke and Deane Borough Council.
5. That the Executive Member for Economy, Transport and Environment approves the interim policy position as a basis for highways development control.

Executive Summary

6. On 13 March 2018, the Executive Member for Environment and Transport agreed to develop a new Basingstoke Transport strategy framework and authorised officers to undertake local engagement based on the principles and approach outlined in the report. Since then, the County Council, in partnership with Basingstoke and Deane Borough Council and with support of the EM3 LEP, has developed a robust evidence base and transport analysis, and undertaken extensive local consultation and engagement on the emerging plan.
7. Having undertaken this work and taken into account the results of technical exercises to inform the evidence base (transport modelling) and consultation feedback, this report seeks to agree the Basingstoke Transport Strategy. It also

makes it clear what resources will be required to begin developing and delivering the proposals within it.

Contextual information

8. The evidence base and other traffic modelling of Basingstoke and Deane Borough Council's Local Plan has showed that post 2029 the current highway network will not be able to provide the capacity required for long term growth. A 'step change' in transport provision will be required to complement the infrastructure already in place and optimise use of the highway network. Page 11 of the Transport Strategy document (Appendix 1) outlines transport trends and issues that support this prognosis. Principally, longer journey times and increased congestion present the need for a new Transport strategy to provide strategic guidance for the future. In addition, the County Council's recent declaration of a Climate Emergency recognises the need to consider and where possible to address environmental issues in all its activity, and the Basingstoke Transport Strategy lays emphasis on improving levels of walking, cycling, and public transport use, which will play a key role in Hampshire's contribution to the national carbon reduction and air quality improvement targets.
9. The Transport Strategy covers the main urban area (the largest urban area in North Hampshire) and radial routes (A33, A339, A340, A30), and seeks to identify key major infrastructure improvements, either for further assessment or delivery. It only covers individual themes and schemes of a strategic nature. Rural transport issues are not individual to Basingstoke and will be the subject of future strategy work on a wider geographical basis.
10. The process for developing this Transport Strategy has followed a number of stages. Initially this involved establishing a clear view of what outcomes were most important through a transport workshop in June 2017 where elected members were asked to talk about the problems and issues with transport and access within the urban area. This provided clarification and corroboration of many of the problems with the town and urban area which allowed officers to prepare a set of priorities and themes on which to develop a draft Transport Strategy.
11. At the same time as engagement was undertaken, an extensive evidence base was collated which included data on the population, journey patterns, and future traffic and economic trends. This has helped to explain some of the issues and reasons for suggesting certain priorities and themes for the Transport Strategy. A full public consultation and specific stakeholder engagement was carried out from November 2018 to the end January 2019.
12. The Transport Strategy itself is relatively concise in nature in order that it remains strategic and easy to understand for what is a fairly complex subject, involving additional issues such as the economy, environment and demographics. As such it seeks to establish a 'strategy framework' within which much more detailed work can now follow.
13. The strategy is required to respond to current and future transport needs and to enable the town to manage growth effectively. Modelling work undertaken for the current local plan shows that by 2029, and with the continuation of existing travel behaviours and patterns, the highways network would fail to offer an acceptable level of service to customers. As there are limited options to

increase highway capacity beyond those already delivered or planned, it has been concluded that a “step change” approach to transport is needed. Without such a change, it is predicted that there would be increasing levels of congestion, poor network reliability, and associated negative environmental and social impacts.

14. There are a number of priorities the transport strategy seeks to address. These are outlined below:
    - Priority A: Supporting housing, employment growth and vibrancy;
    - Priority B: supporting high quality of life for people who live in, work in and visit Basingstoke; and
    - Priority C: supporting inclusive and accessible communities.
15. It should also be noted that in addressing congestion, and facilitating modal shift to more sustainable travel choices such as walking, cycling, and public transport, the Transport Strategy places the environment and particularly carbon reduction and air quality improvement at the core of its proposals.
16. In order to support the key priorities set out above, it will be important that the transport strategy delivers certain outputs relating to transport and travel such as increasing the use of public transport, walking and cycling, and minimising the overall growth in car travel. Other important outputs are being able to maintain journey times and reliability on key routes and providing higher levels of accessibility to jobs and services. At this stage, the outputs will be measured against initial targets that have been set out in section seven of the transport strategy.
17. In order to achieve the key priorities and outcomes, a number of strategy themes have been set. These include:
    - Improving access to and within the town centre for all modes;
    - Integrating new developments with well-planned transport choices;
    - Mass Rapid Transit (MRT): providing a step change in the quality of local public transport, specifically a high quality/high volume urban public transport system, using priority highway and technology infrastructure, for example bus based;
    - Developing priority strategic walking and cycling corridors;
    - Managing journey times and reliability on key routes;
    - Maintaining Basingstoke’s strong strategic transport connections; and
    - Future proofing of the transport network.
18. Consequently, to deliver the themes listed above as well as the proposals in the Local Plan and other major development sites, it will be necessary to progress a number of key projects. These are highlighted in the strategy (page 34) and summarised in the table below, along with a brief description and key points at which these are referred to in the strategy.

Theme	Summary of Projects/Study work components	TS Page
Tacking key town centre issues:	Work to focus on improving linkages between the town centre / Basing View / Eastrop Park for the Mass Rapid Transport (MRT), pedestrians and cyclists and reducing congestion and delay at the Eastrop roundabout. To be coordinated with other town centre master planning and re-development opportunities including a new and improved bus/rail interchange. Will need to be coordinated with a new town centre parking strategy.	19/20
Initial roll out of an early phase of MRT network:	Creation of a Mass Rapid Transit (MRT) public transport corridors with priority or dedicated lanes, high-quality vehicles with 'turn-up-and-go' frequencies using low emission vehicles and scope to be adapted as technology evolves, such as autonomous vehicles. Initial phase to focus on a corridor from Manydown North, leisure park, rail station, town centre and Basing View.	16/17
Integrated corridor improvements	Consider targeted highway improvements, strategic cycle routes, smart traffic management and planning further MRT routes beyond the initial priority.	26
Transport infrastructure to support Manydown	Support key developer projects surrounding walking/cycling routes from the site and influencing the use of public transport from the outset of the development in line with the MRT vision	21

19. It should be noted that Hampshire County Council has also embarked on preparing a microsimulation traffic model of the town centre including the development of a package of measures, designed to meet the future access needs of the area. The work models how traffic would flow and what improvements could be offered, and will need to be supplemented by more detailed scheme development on individual components (e.g. the specific requirements of each MRT corridor and junction improvements within the town), including costings.

20. Alongside the strategy document, a 'prospectus' style document outlining the MRT vision for Basingstoke has been prepared, to explain more about how this could function, where the routes are intended to run and the type of supporting infrastructure required. This is provided in Appendix 2 for information.

21. The transport strategy recognises in section six that transport infrastructure takes some time to be designed and delivered and that the local plan review is the mechanism for consideration of longer-term development needs. However, this section highlights what kind of issues need to be considered in the future,

such as routing options for strategic traffic flows, infrastructure provided by organisations such as Network Rail and Highways England, and future expansion of the MRT network.

22. Of note is the inclusion of references to potential relief or distributor roads to the east and west of the town, which are mentioned in a non-site specific manner and which are included to recognise that longer-term improvements will be needed to deal with strategic traffic in the future. These types of long-term measure will be considered through corridor studies between Basingstoke - Reading and Basingstoke-Newbury respectively in partnership with neighbouring authorities and within other specific studies.

23. The document highlights funding opportunities and provides commentary on how the actions contained in the strategy will be measured to understand what success looks like. However, it should be noted that until these actions are confirmed and understood in more detail, it is challenging to attach a specific target to these.

24. The strategy includes an action plan covering the next three years in some detail, and beyond this it is indicative. The action plan categorises types of improvements needed and sets out the relative priorities of what is most needed and in what order. There is still much detail to be worked up on the schemes and projects within it. It also sets out what complementary work is required to support it, such as the development of a town centre parking strategy to work in tandem with the public transport improvements.

25. The Transport Strategy proposes to combine resources available to both authorities, both in budget and staff time, to make best use of what is available to the public sector. This will allow the strategy and action plan to include a number of schemes that appear deliverable and affordable in the short term and which would complement the broader aims of the strategy and yet have no critical dependencies. The schemes in this category are largely the identified A30 corridor improvements for Brighton Hill roundabout and the A340 Thornycroft roundabout.

26. **Wider Transport Policy Context**

27. As referred to in paragraph 21 regarding the Basingstoke to Reading transport corridor, the Council has already engaged with neighbouring highway and planning authorities on the remit of study work and formed a working party. This includes both the Enterprise M3 and Thames Valley Local Enterprise Partnerships and represents the Council's commitment to joint working with the local and adjacent LEPs which has to date gone well. The intention is to use the outcomes of the study work to assist and influence Transport for the South East in their upcoming work on the Major Route Network corridor studies.

28. Additionally, in the wider transport context, the Enterprise M3 LEP have already produced a Strategic Economic Plan which sets out ambitious plans for an average of 4 per cent growth per year driven particularly through innovation in an advanced, knowledge based, digital economy. The emerging Local Industrial Strategy will act as the Strategic Economic Plan's investment and action plan. It

is key that transport plays a major role in the Industrial Strategy and takes account of the comprehensive evidence base and themes of the Basingstoke Transport Strategy in order to address the wider economic goals of the region.

29. **Interim MRT Safeguarding Policy**

30. Given the importance of the environmental, economic and community benefits the MRT could bring to the local and wider area, it is vitally important to protect the opportunities to deliver the network in the short term, prior to the conclusion of the formal Local Plan review. MRT in Basingstoke is proposed to play a major role in the Councils' transport contribution to help address the global Climate Change challenges in terms of reducing carbon emissions by 2050 by providing a realistic alternative way of travelling to the private car.

31. There will be the opportunity to prepare detailed safeguarding plans of required land parcels to include in the Basingstoke and Deane Local Plan review process in order to present formal land safeguardings in the form of planning policies. However, while the technical work on the MRT requirements continues to progress and the Local Plan review timetable proceeds, the two authorities are expected to take steps to ensure that decisions on planning applications do not prejudice the ability to introduce the necessary infrastructure to support the delivery of a comprehensive MRT network.

32. It is suggested that as an interim policy, the Highway Authority should adopt the following and that it be shared with development control, passenger transport and highway mangers for their use:

33. 'As outlined in the Basingstoke Transport Strategy, Mass Rapid Transit for Basingstoke document (Appendix 2), the County Council will use the indicative MRT routes as a material consideration in planning application responses and in planning any other infrastructure to ensure the deliverability of the MRT network'.

Finance

34. Very few of the measures identified in the strategy have funding in place. The strategy is intended to help the County Council and Basingstoke and Deane Borough Council prioritise local resources and bid for external funding, both for the development of schemes and their implementation. The current funding horizon is particularly uncertain, as the current Government spending review cycle is due to end soon and another about to start. However, opportunities will arise, and the County and Borough Council's track record of accessing funding is good, particularly where there are well developed strategies and plans in place. Of particular benefit to Basingstoke is the Enterprise Zone status of the Basing View business park where there is the potential for the EM3 LEP to re-invest some of the retained business rates into local infrastructure that supports the economic priorities of the area.

35. The first step in the process of implementing the Transport Strategy requires the action plan identified in the strategy to be resourced to allow detailed planning to take place on prioritised schemes and projects. Scheme development work

identified in the action plan is currently estimated at approximately £1m over the next three years which includes financial support to update the existing North Hampshire Transport Model. The County Council has recently agreed its own revenue funding to undertake this work from the 2019-20 revenue budget via the normal budget setting processes. The rest of the funding is made up from MCHLG Capacity funding and a modest contribution from Basingstoke and Deane Borough Council.

36. Schemes identified in the strategy for delivery in the short term will be added to the existing highway capital programme following the outcome of scheme design and consultation work (e.g. Brighton Hill roundabout improvements). The financial implications of scheme delivery will be covered in other reports and project appraisals.

37. The advancement of this strategy and action plan will be dependent on collaborative working, as it is in part intended to mitigate future development. It may be possible to secure some improvements when development schemes come forward via S278, S106, or Community Infrastructure Levy funds, (the latter collected by Basingstoke and Deane Borough Council), subject to proposals meeting the requirements of the Community Infrastructure Levy Regulations.

Consultation and Equalities

38. No impact on people with protected characteristics has been identified from this decision, but any transport schemes that arise as an outcome from the Transport Strategy would be subject to their own Equalities Impact Assessment as they come forward.

39. The draft Transport Strategy: ‘emerging strategy framework’ was prepared and published for consultation in November 2018 to end January 2019. Alongside an on-line publication and questionnaire, the consultation was publicised in the local press and in social media as well as being published in the Basingstoke and Deane Today (Borough Council residents' magazine) which was distributed to every household in the Borough. A stakeholder event was held for the local business community in January 2019 at the Ark conference centre where the transport and access needs of the business sector were explored.

40. During the consultation, 257 individual responses were received, consisting of:

- 224 from individuals;
- 14 from an organisation, group or business;
- Four from Parish Councils;
- Specific comments from Highways England, transport operators, and two of the local MPs; and
- In addition, 20 local interest groups and businesses and transport operators attended the half-day workshop at the Ark conference centre in early January to consider the strategy and their ambitions in the future.

41. The bullet points below summarise the main views expressed:

- Overall, 71% of respondents said the proposals in the Transport Strategy would have a positive impact on them, ranging from improvements to quality of life to less reliance on the private car;
- 91% of respondents supported the three priorities of the strategy with the vast majority confirming they were 'very important' to them;
- When asked for further priorities, of those who responded, 34% said that a more reliable bus service would provide a realistic alternative to the car;
- Similarly, 23% of respondents when asked about further priorities for Basingstoke suggested that environmental issues such as improving air pollution needed more attention in the transport strategy;
- On the 7 specific transport themes, all of the measures received support/agreement levels, ranging from 75% to 87%;
- The step change in quality of public transport in the form of the MRT received high levels of support with respondents saying that the proposals could bring about improvements to services and journey times (88%);
- Most respondents recognised the need for early planning to support the town beyond 2029, and ensuring that opportunities to future proof are not missed, such as those afforded by the Mass Rapid Transit (MRT); and
- Whilst the majority of comments were positive, the main area of concern was around poor public transport provision in rural areas.

42. A more detailed summary of the responses received is provided in Appendix 3 along with the changes that have been made to the Transport Strategy to address the concerns and issues raised. A copy of the Consultation Key Findings Report is set out in Appendix 4.

43. The consultation highlighted a desire for more integrated transport and land use planning, particularly surrounding the development of housing sites and identifying land requirement for infrastructure in the future. The joint development and adoption of the Transport Strategy at the early stage of Basingstoke and Deane Borough Council's embarking on Local Plan work means that the strategy outcomes and measures in it will inform and influence the Local Plan and other key local projects such as the Town Centre Strategy and the Horizon 2050 Vision.

44. It is also worth noting the support of the EM3 LEP in developing the Transport Strategy, particularly in helping identify the travel and access needs of the business community.

45. It is anticipated that Basingstoke and Deane Borough Council will give its agreement to the Transport Strategy at its Cabinet meeting on 9th July 2019 and full Council on 18th July 2019, recognising the powers that Hampshire County Council as Highway Authority have in relation to adopting and implementing the strategy. The briefings to date on the Transport Strategy and its adoption report have been received well.

Appendices

1: Transport Strategy

2. Mass Rapid Transit for Basingstoke

3. Summary of consultation comments and responses

4. Consultation Key Findings Report

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:	
Title Executive Member for Environment and Transport: Basingstoke Transport Update http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=170&MId=441	Date 13th March 2018
Direct links to specific legislation or Government Directives	
Title	Date

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 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 disproportionally low.

2. **Equalities Impact Assessment:**

No impact on people with protected characteristics has been identified from this decision, but any transport schemes that arise as an outcome from the Transport Strategy would be subject to their own Equalities Impact Assessment as they come forward.

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Basingstoke Transport Strategy

Main Strategy Document

July 2019

www.hants.gov.uk

Hampshire County Council

Basingstoke and Deane

In partnership with enterprise M3

Driving prosperity in the M3 corridor

Foreword

Over the past decade, Hampshire County Council and Basingstoke and Deane Borough Council, working with key partners, have introduced a number of changes to the local transport infrastructure, including capacity improvements at key road junctions. As Basingstoke continues to grow and evolve, a step change is needed in our approach to meeting travel needs to ensure we widen the travel options for all. This is vital to securing Basingstoke's economic growth and prosperity – and making the town a more attractive and healthier place to live, work and visit.

The aim of this new Transport Strategy is to address current and future challenges facing the town, particularly in light of new developments, such as the regeneration of Basing View and the Leisure Park, as well as the allocated sites in the adopted Local Plan, such as Manydown. The strategy has come forward at a time when both authorities are looking far into the future to 2050 and against a backdrop of Hampshire County Council's recent declaration of a Climate Change Emergency, joining over 70 local authorities across the country. As such, this is the start of an emerging long-term approach needed to ensure that the town remains accessible to all, and provides existing and future generations with a choice of sustainable transport options. A future which is also uncertain and on the brink of potentially transformative technological change in the transport system.

Following a comprehensive review of background information and evidence, and taking into account the comments received during public consultation, this strategy presents a way forward based on a range of modes of transport. This includes a step change in the provision of public transport, through the future implementation of a Mass Rapid Transit system for the town, serving key corridors and sites in and around Basingstoke. Alongside this are proposals to provide improved connections and facilities for cyclists and pedestrians, as well as meeting the needs of drivers.

Now that the strategy has been adopted, more detailed studies will be undertaken to assess the best way of introducing the measures proposed in this document. These will focus in on specific projects which are detailed in the accompanying Implementation Plan and include information on timescales and responsibilities. The strategy will help to guide future land uses and development master plans, investment decisions and funding bids with partners, ensuring that full advantage can be taken of opportunities to increase infrastructure investment needed in Basingstoke to support the homes and jobs that are required in the future.

Contents

This Document

This Transport Strategy document is split into seven sections, as follows:

Section one – introduction
An overview of what the Transport Strategy is, why it is being developed, how we are approaching it and who is involved

Section two – transport and travel in Basingstoke
A summary of the local context, including existing and future transport issues

Section three – priorities for transport
The key priorities for transport, in terms of supporting our wider objectives for the economy, environment and wellbeing

Section four – transport outcomes
What defines success – measurable transport outcomes that will help to achieve the priorities

Section five – transport strategy themes
The sorts of transport infrastructure measures and policy interventions which we are considering

Section six – looking beyond the Local Plan
Thinking ahead to planning for longer-term potential housing and jobs growth

Section seven – strategy implementation
How we intend to deliver the Strategy, including potential phasing and funding options

Section one: introduction

What is the Basingstoke Transport Strategy?

The Transport Strategy is a forward-looking document which establishes the **vision, objectives, challenges and policy interventions** which will shape the approach to planning and delivering transport in Basingstoke. It has been jointly prepared by Hampshire County Council and Basingstoke and Deane Borough Council. The Strategy is accompanied by an initial **Implementation Plan**, to be updated on a regular basis.

The Strategy focuses on the period up to 2029, to align with the current **Local Plan**, whilst also considering the longer-term vision, consistent with the **Horizon 2050** initiative. Basingstoke town is the primary area of focus for the Transport Strategy (Figure 1), although the relationship with surrounding rural communities is recognised. Rural issues are planned to be covered through a future countywide rural access strategy and hence these issues are not addressed directly within the Strategy. The Strategy complements the County Council's **Local Transport Plan**, which sets the overarching transport policy direction at a countywide level.

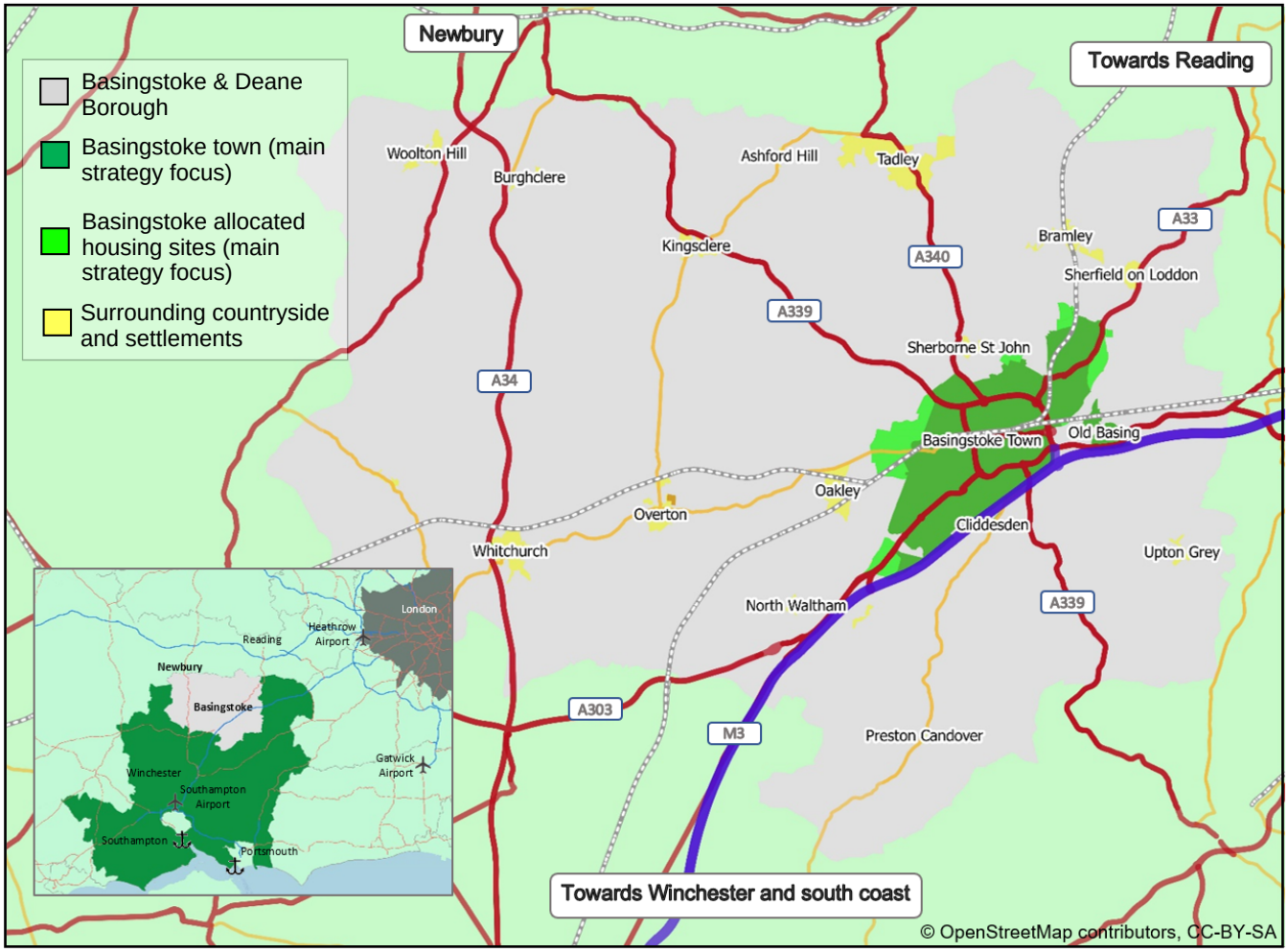


Figure 1 – Basingstoke Transport Strategy geographical context

It is also important to recognise the town's relationship with surrounding areas, and to take account of potential future major development and infrastructure plans which could affect journeys to and from Basingstoke. This includes significant potential housing developments at Grazeley (near Reading) and Sandleford (near Newbury), plus major strategic transport projects such as Southern Access to Heathrow, Crossrail and Green Park Station (Reading).

Why does Basingstoke need a transport strategy?

As Basingstoke continues to evolve, a strategy is needed which responds to current and future transport needs and enables the town to manage growth effectively.

Having a Transport Strategy will enable us to proactively plan ahead and deliver wider policies and plans – at a local, regional and national level (see Figure 2).

The Transport Strategy will guide future investment decisions and increase the likelihood of being able to gain the support of key stakeholders and delivery bodies, and attract funding for specific projects. This is important as transport improvements, especially large-scale changes, are unlikely to be funded from existing local authority budgets.

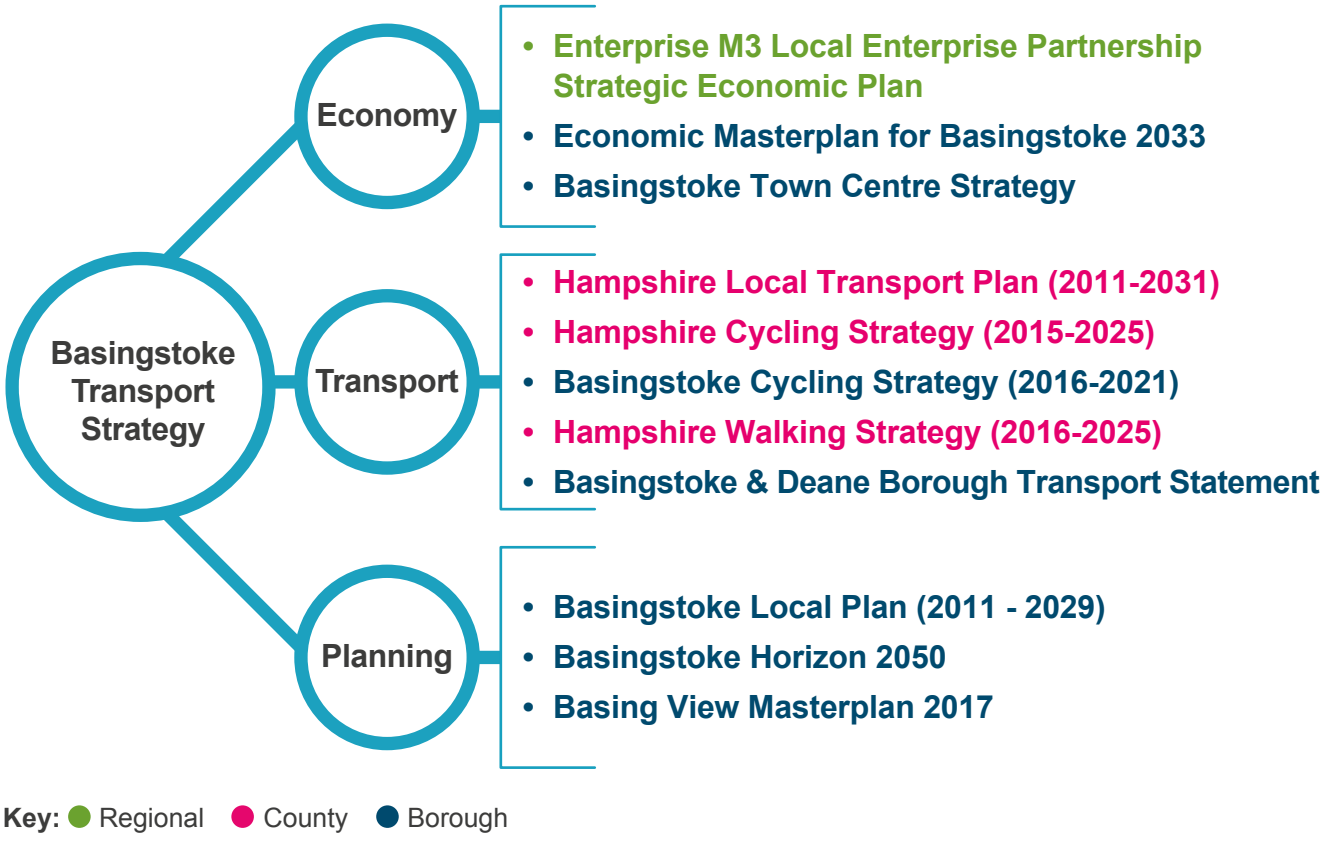


Figure 2 – Basingstoke Transport Strategy policy linkages

How does the Transport Strategy relate to the Local Plan?

The Strategy has been prepared in the context of policies established within the current adopted Local Plan, which covers the period up to 2029, including those sites allocated for housing and employment. The Local Plan provides the basis for decisions on planning applications.

In May 2019, Basingstoke and Deane Borough Council initiated a Local Plan review to take account of requirements to review plans every 5 years, and also newly assessed local housing need. The Local Development Scheme sets out the timescales for the Local Plan review. Final adoption of an updated Local Plan is currently anticipated in Summer 2023.

The principles relating to transport set out in this Strategy will steer the overall approach to planning and delivering transport in the town – these apply to future development. The particular transport infrastructure needs associated with the Local Plan review will be considered as part of that process and will be dependent upon the specific sites and development quantum that come forward. These infrastructure needs, as and when identified, will be incorporated into the Implementation Plan.

How has the Transport Strategy been developed?

The Strategy development has been informed by:

- a strong **evidence base**, which has helped to highlight Basingstoke's key transport challenges;
- transport related studies and assessments within Basingstoke in recent years;
- recent consultation exercises on transport related topics, including in relation to the **Local Plan**, Neighbourhood Planning, the **Manydown Master Plan**, **Horizon 2050**, and through the **Basingstoke Area Strategic Partnership**; and
- public and stakeholder **consultation** on a draft Transport Strategy.

Consultation

Consultation on the draft Transport Strategy was undertaken from late November 2018 until late January 2019.

The document was widely distributed across the borough, placed on both authorities' websites and publicised by a range of social media methods. The Strategy was also highlighted in Basingstoke and Deane Today.

During the consultation, 257 individual responses were received, consisting of:

- **224 from individuals;**
- **14 from an organisation, group or business;**
- **Four from Parish Councils; and**
- **Specific comments from the Highways Agency, transport operators and two of the local MPs.**

In addition, 20 local interest groups and businesses and transport operators attended a half-day workshop at the Ark conference centre in early January to consider the strategy and their ambitions in the future.

A Consultation Key Findings Report has been published alongside the Strategy. A summary of the findings includes that:

- **Almost all respondents supported the priorities and themes of the draft Strategy, with a particularly positive view around integrating new development with well-planned transport schemes;**
- **The need to improve public transport was a consistent theme, with a majority of respondents considering that a more reliable bus service would provide a realistic alternative to the car;**
- **Most respondents recognised the need for early planning to support the town beyond 2029, and ensuring that opportunities to future proof are not missed, such as those afforded by the Mass Rapid Transit (MRT);**
- **Whilst the majority of comments were positive, the main area of concern was around public transport provision in rural areas.**

Section two: transport and travel in Basingstoke

Basingstoke is a large town that has seen very rapid expansion and growth in recent decades. It is an important centre for employment, assisted by good strategic road and rail links connecting the town to London, Reading and south Hampshire. Figures 3 and 4 provide a profile of some of the town's key characteristics.

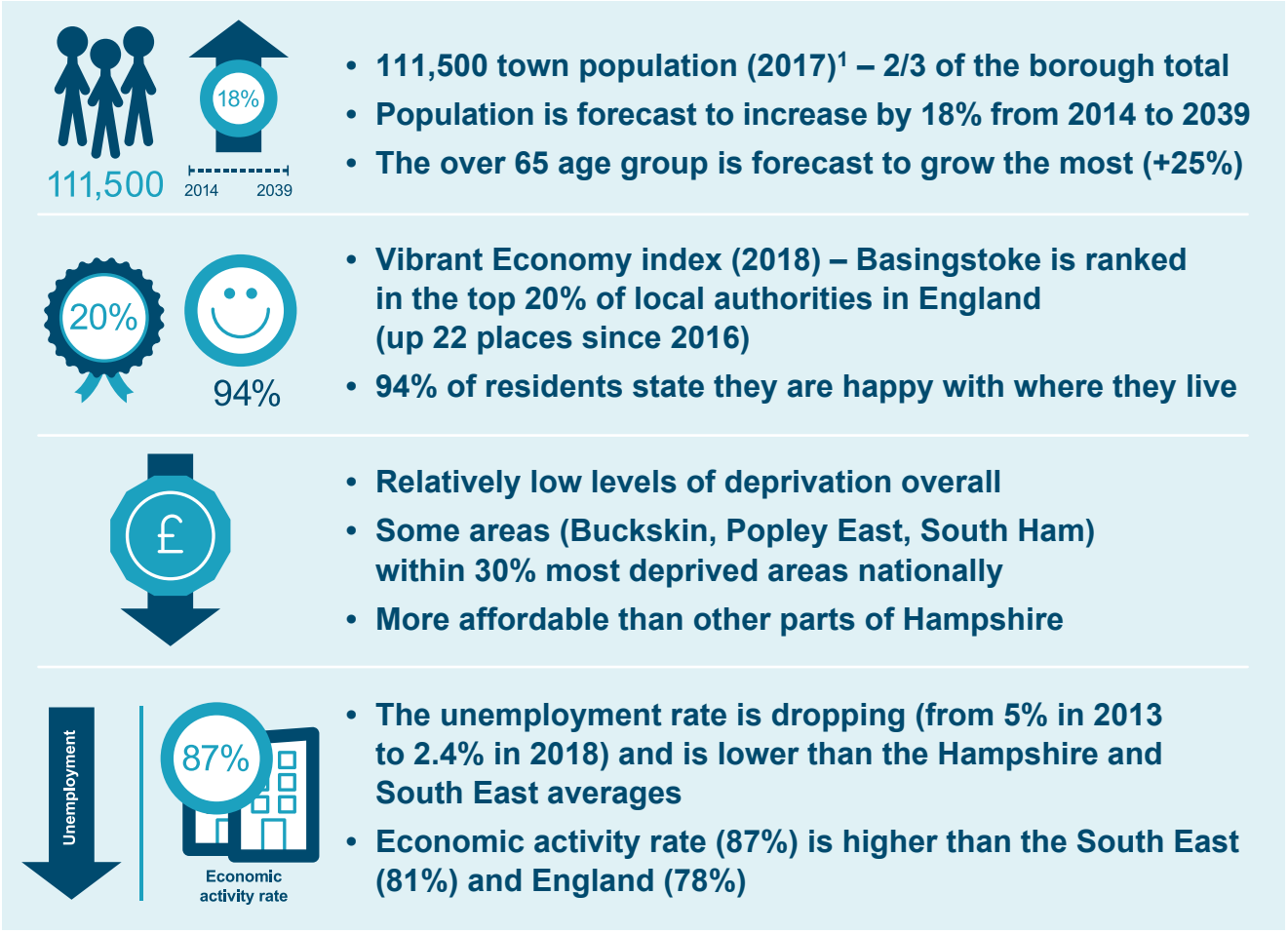


Figure 3 – Basingstoke facts and figures

Past growth in Basingstoke has been accommodated by careful and comprehensive planning, with development including high capacity road systems and extensive parking provision.This has helped to support economic growth in Basingstoke and enabled the town to avoid the severity of many traffic problems experienced by neighbouring towns. However, this has also encouraged car use over other forms of travel as car access is both relatively cheap and convenient. Use of public transport is relatively low, particularly for journeys within thetown, despite a frequent bus service between the town's residential areas and the retail /commercial core, as well as the rail station. Rail has an important role to play for longer distance trips (for example, to Reading, London and the south coast).

[1]*Based on ONS 2017 Mid-year population estimates for the main urban area (including Old Basing).*

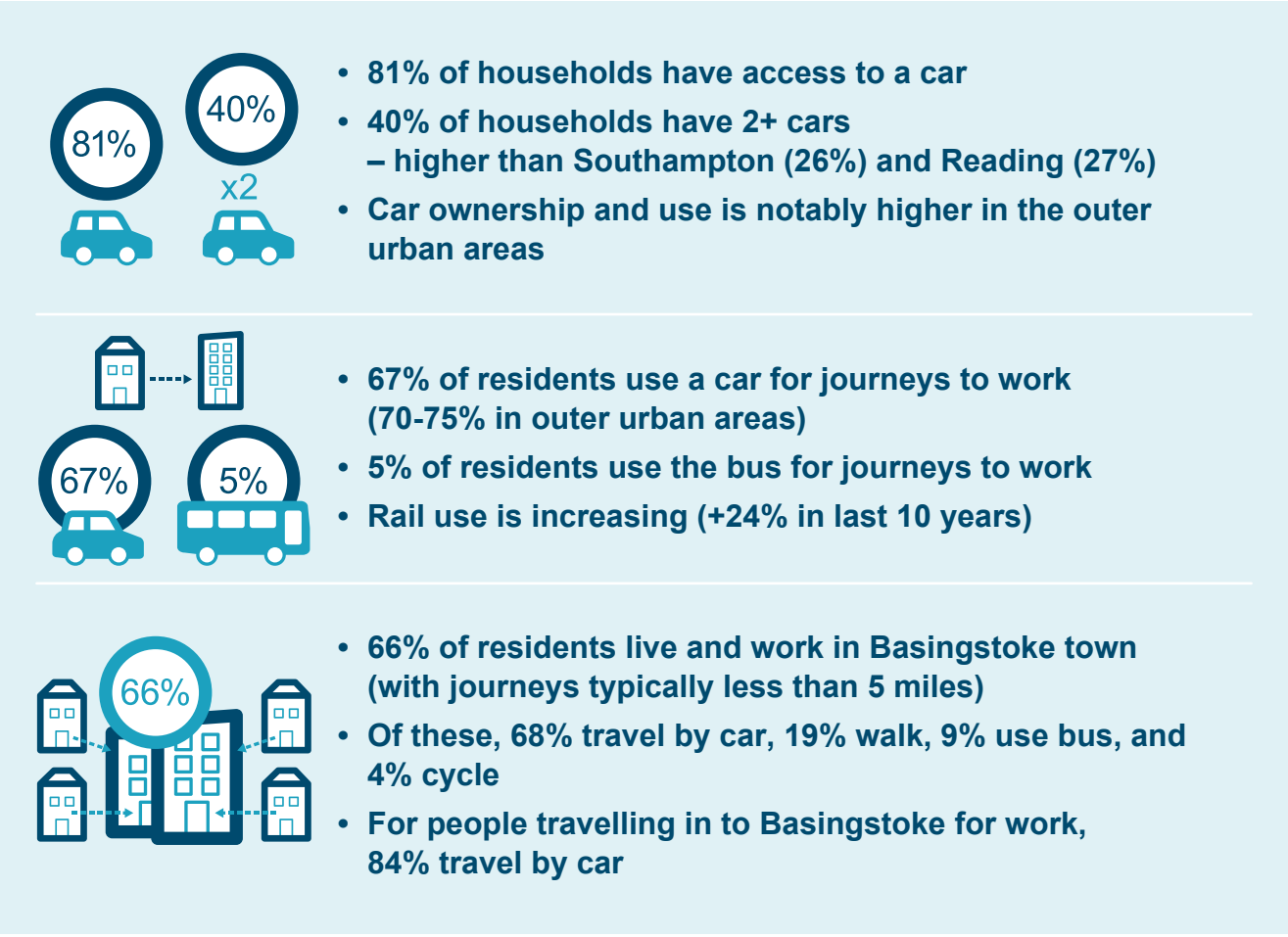


Figure 4 – Key transport facts and figures

We have reviewed a range of transport data and identified some of the main transport trends and issues in Basingstoke. These have helped to inform the development of our priorities and potential solutions. Five key transport issues have been identified – refer to our **evidence base** to find out more and for details of evidence sources.

Transport trends and issues

Traffic congestion and delays

- Journey times in peak periods (AM and PM) on key routes such as the A30, A339, A33 and Ringway are typically 25% longer than outside the peaks.
- By the end of the Local Plan period in 2029 overall traffic demand is predicted to increase by approximately 15%, and journey times within the town are predicted to become 17% longer on average.

Public transport less attractive than travelling by car

- Bus journey times are typically 2 to 3 times the equivalent car journey time.
- Average bus journey speeds throughout the town are 9-11 mph.
- Reliability and punctuality issues detract from bus use.
- Bus use is predicted to decline without intervention (-18% by 2036).

Walking and cycling provision is not consistent

- 15% of the town's population live within 0.75 miles of the town centre, 25% live within 1 mile, and 95% live within 3 miles – but walking and cycling use is low
- People have different preferences in relation to cycle facilities, depending upon ability and purpose (for example, leisure or cycling to work)

Constraints on town centre access and movement

- Much of the delay incurred by buses occurs within the town centre area
- Eastrop Roundabout has a significant impact on the overall performance of the town centre network – certain approach arms to the roundabout are operating at capacity during peak times

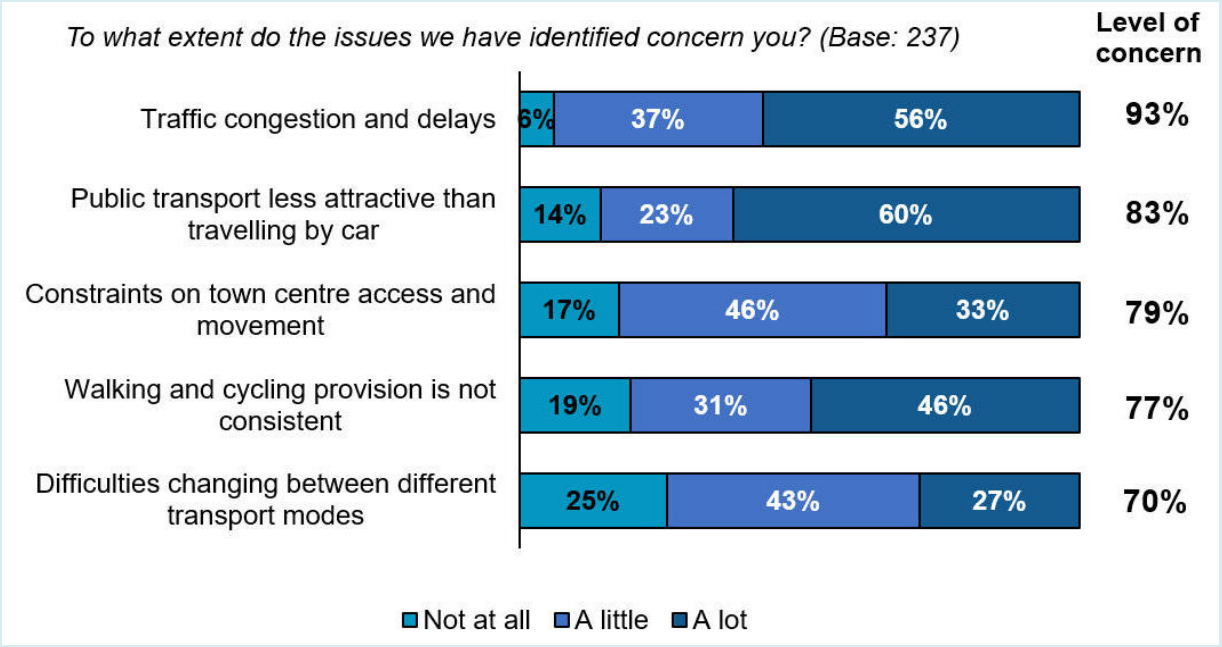
Difficulties changing between transport modes

- 55% of people access Basingstoke rail station by car, either through individual use or car share
- The cost of tickets and the need for multiple tickets for different services / modes is a deterrent to undertaking multi-leg journeys by public transport

Overall, the road network in Basingstoke is relatively efficient when compared with similar sized urban areas. However, the network is expected to be approaching capacity (even with committed transport improvements) by 2029, without further investment. Continuation of existing travel behaviours and patterns within Basingstoke could lead to: increasing congestion, poor network reliability, associated negative environmental and social impacts and increased pressure for additional capacity on the local and strategic highway networks. The impacts and consequences of these transport issues are explored in Section Three.

Consultation - what you told us

Respondents identified with each of the issues raised in the Basingstoke Transport Strategy. Of most concern were traffic congestion and delays and that public transport was unable to provide a viable alternative to the car.



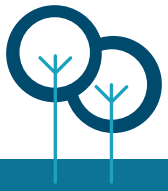
Section three: priorities for transport

Transport must be viewed in relation to how it ultimately affects our lives. We have identified three key priorities for transport in Basingstoke. This section sets out how these priorities could be supported by addressing transport issues and opportunities (as described in Section Two). This guides us towards a set of specific transport objectives (Section Four).

Priority A

supporting housing and employment growth and vibrancy

- Stronger economy
- Good job opportunities
- Sustainable housing growth
- A thriving town centre
- Better connectivity across the borough, and outwards – to Heathrow, Reading and beyond



Priority B

supporting a high quality of life

- Good air quality
- Healthier and more active lifestyles
- Greater protection for the environment
- Attractive, welcoming and safe public spaces
- Lower carbon emissions

Priority C

supporting inclusive and accessible communities

- More equal opportunities in relation to access to jobs, education, and health services
- Regeneration of ageing neighbourhoods
- Well-connected communities

Consultation - what you told us

All three of the proposed Transport Strategy priorities resonated well with respondents – with almost all (at least 93%) in agreement that supporting a high quality of life, supporting inclusive and accessible communities and supporting housing and employment growth were important.

Supporting a high quality of life received the strongest level of support overall, and a number of respondents highlighted the importance of the Transport Strategy considering environmental challenges, such as air quality.

Priority A: supporting housing, employment growth and vibrancy

Why this is a priority:

It is important to ensure that Basingstoke's transport infrastructure is capable of supporting the town's future growth and economic prosperity.

Basingstoke is designated by the **Enterprise M3 Local Enterprise Partnership** as a 'growth town' reflecting its importance as a key economic driver for the region. It has been ranked 35th out of 324 local authority areas in England for prosperity[1], making it one of the country's most vibrant places to live and work. The towns' strategic transport connections (for example, to Reading, London, Heathrow Airport and the south coast) enhance the town's viability as an economic business hub.

However, there is a need to grow the economy and provide homes and jobs to meet local demand and in line with the **Local Plan**. Initial appraisal suggests that the town will be constrained from achieving its economic potential beyond 2029 without a step change in transport provision and travel behaviour, including a greater range of sustainable travel options.

Basingstoke and Deane Borough Council also has plans to bring forward large scale redevelopment and regeneration opportunities, including: redevelopment of Basingstoke Leisure Park; on-going support for the town centre through the Central Basingstoke Strategy, and expansion of the Basing View business park which has **Enterprise Zone status** (to create an additional 4,000 jobs) – see Figure 5.

[1] *Vibrant Economy Index 2018, Grant Thornton*

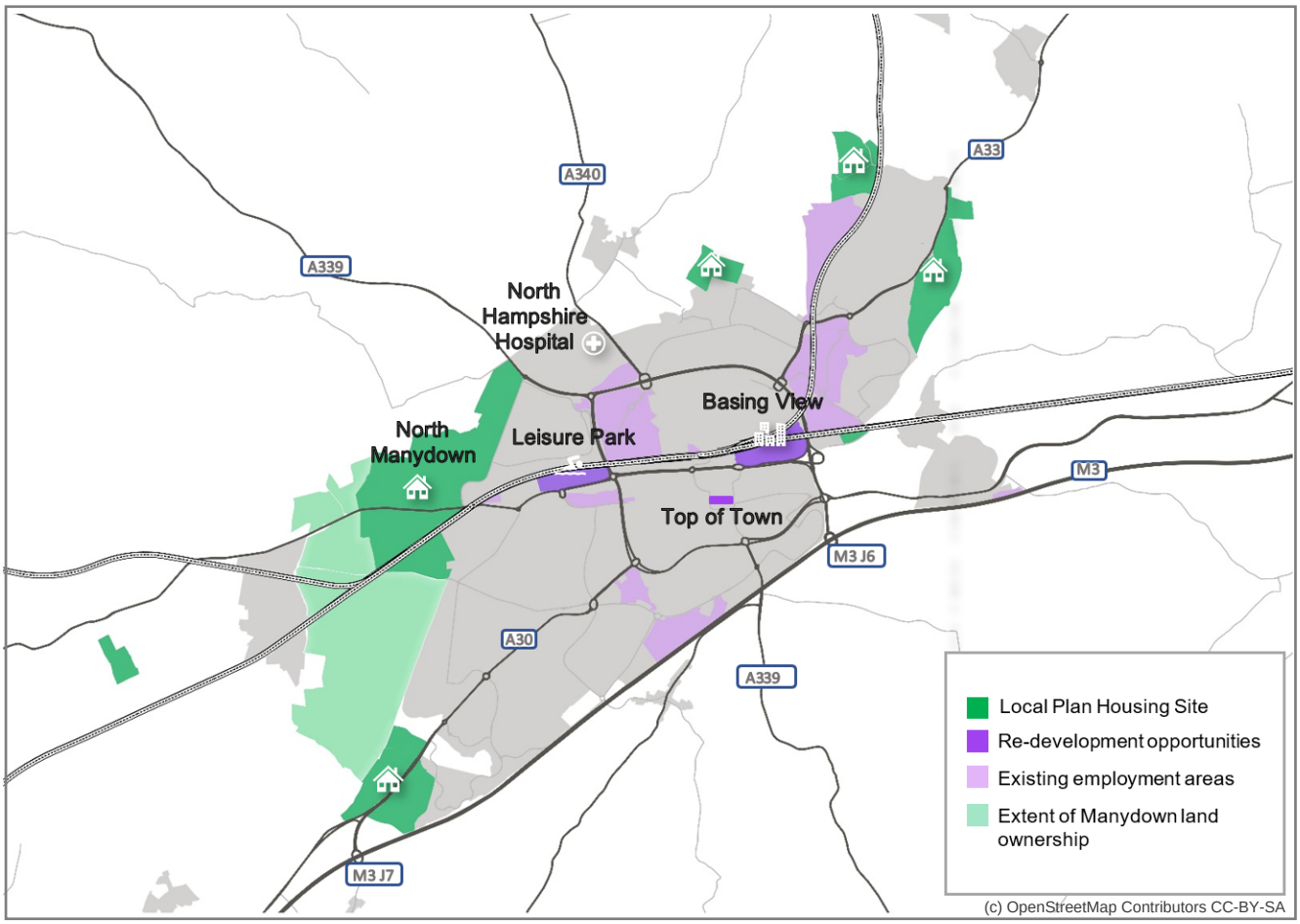


Figure 5 – Key housing and commercial development prospects in Basingstoke

What this means for the Transport Strategy:

The Transport Strategy will support housing, employment growth and vibrancy through:

- retaining existing businesses and attracting new investment and jobs for the town by ensuring journey times are reliable and transport delay costs to businesses are minimised;
- enabling and encouraging people to work and live within Basingstoke by facilitating excellent access to jobs throughout the town (thereby reducing demand to travel beyond the town);
- supporting successful redevelopment and regeneration of key sites such as Basing View, Top of the Town and the Leisure Park;
- unlocking and facilitating key new developments, such as ensuring that Manydown and other Local Plan allocations are well connected and served by a choice of transport modes; and
- maintaining strong connectivity between Basingstoke and other key economic centres, such as London, Heathrow, Reading, West Berkshire and the Solent.

Priority B: supporting a high quality of life for people who live in, work in and visit Basingstoke

Why this is a priority:

It is important to continue to prioritise improving Basingstoke's local environment to ensure that the town remains a healthy and attractive place to live, work and visit.

Congestion and vehicle emissions resulting from growing car use will continue to present challenges in relation to meeting **air quality standards**, and air pollution is associated with a number of adverse health impacts. Basingstoke and Deane Borough Council undertakes regular **monitoring of air quality**, in line with regulations. There are currently no **Air Quality Management Areas** designated within the town (areas where emissions are deemed to exceed a prescribed standard). However, in March 2018, Basingstoke and Deane Borough Council received a Ministerial Direction to undertake a feasibility study into nitrogen dioxide compliance on the A339 Ringway East. This is currently expected to be compliant by 2020. There is also a relatively high level of carbon dioxide emission per capita in Basingstoke when compared to the South-East England regional and national average. It is therefore important to take positive steps now to ensure that the air we breath is clean and that the impact on air pollution from transport is minimised.

Advances in fuel and vehicle related technologies are creating opportunities for cleaner air and healthier places. To maximise these opportunities, it will be important to plan flexibly and have a strategy that is future oriented, as well as addressing the current situation.

There is also a need to protect and enhance the character of the town's natural and historic environment, in light of pressures for growth and change. Basingstoke benefits from a well-planned highway network, but this can result in relatively car-dominated environments. The quality of walking and cycling infrastructure is inconsistent across the town. There are opportunities to ensure that new development makes provision for quality spaces and natural urban environments which promote walking and cycling to meet day to day travel needs.

What this means for the Transport Strategy:

The Transport Strategy will support a high quality of life through:

- ensuring good standards of air quality are maintained (with no Air Quality Management Areas resulting from transport emissions);
- supporting a fit and healthy population with a transport system which promotes active lifestyles; and
- creating a modern, thriving town with a transport system which blends with attractive urban spaces.

Priority C: supporting inclusive and accessible communities

Why this is a priority:

Basingstoke's transport system should cater for people of all ages and abilities, including those with disabilities and mobility issues, and offer a range of realistic ways to travel for work, shopping, leisure and other uses.

Basingstoke has a growing population, with births exceeding deaths by approximately 900 per year. The population is also ageing, with the growth in those aged over 65 forecast to increase by more than 16,600 (about 66% of the overall population increase) over the period 2011 to 2029. This will result in changing transport needs, which we must respond to and plan for.

There is a need to address isolated areas of deprivation within Basingstoke, in particular to regenerate parts of older residential housing areas associated with the town's rapid expansion in the 1960s and 1970s. 19% of households do not have access to a car. The current bus network generally provides good coverage of the town, but is not always considered a realistic option, especially for cross town movements.

New developments, particularly on the edge of the urban area, are more challenging to serve by public transport and involve increased walking and cycling distances to key destinations. People living in these areas are likely to continue to rely on car use unless there is significant investment in alternative, sustainable, transport modes.

What this means for the Transport Strategy:

The Transport Strategy will support inclusive and accessible communities through:

- providing equal opportunities for residents to access jobs and services – a more equitable, accessible transport system would support social inclusion;
- ensuring existing and new communities are well connected by a range of travel modes; and
- supporting regeneration priorities, such as in the communities of Buckskin and Winklebury.

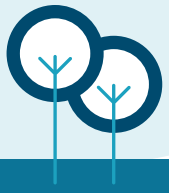
Section four: transport outcomes

In order to support the key priorities set out in Section Three, it will be important that the Strategy delivers certain outcomes relating to transport and travel. The key outcomes identified are set out in Figure 6.

These outcomes will form the basis of measuring the success of the Strategy – this is discussed further in Section Seven.

Transport Outcomes

Increased use of public transport	• More bus and rail journeys on average per person • Increased public transport mode share
Increased walking and cycling	• More people walking and cycling, and more frequently
Minimise the overall growth in car travel	• Fewer miles travelled by car on average per person • Fewer single occupancy car trips (particularly in the peak hours) • Reduced car mode share
Maintain journey times and reliability on key routes	• Less day to day variation in journey times on the Ringway and key radial corridors
Higher levels of accessibility to local jobs and services	• Key destinations accessible via a range of transport options • Higher levels of self-containment



Priority A

- **Stronger economy**
- **Good job opportunities**
- **Sustainable housing growth**
- **A thriving town centre**
- **Better connectivity across the borough, and outwards – to Heathrow, Reading and beyond**

Priority B

- **Healthier and more active lifestyles**
- **Greater protection for the environment**
- **Good air quality**
- **Attractive, welcoming and safe public spaces**
- **Lower carbon emissions**

Priority C

- **More equal opportunities in relation to access to jobs, education, and health services**
- **Regeneration of ageing neighbourhoods**
- **Well-connected communities**

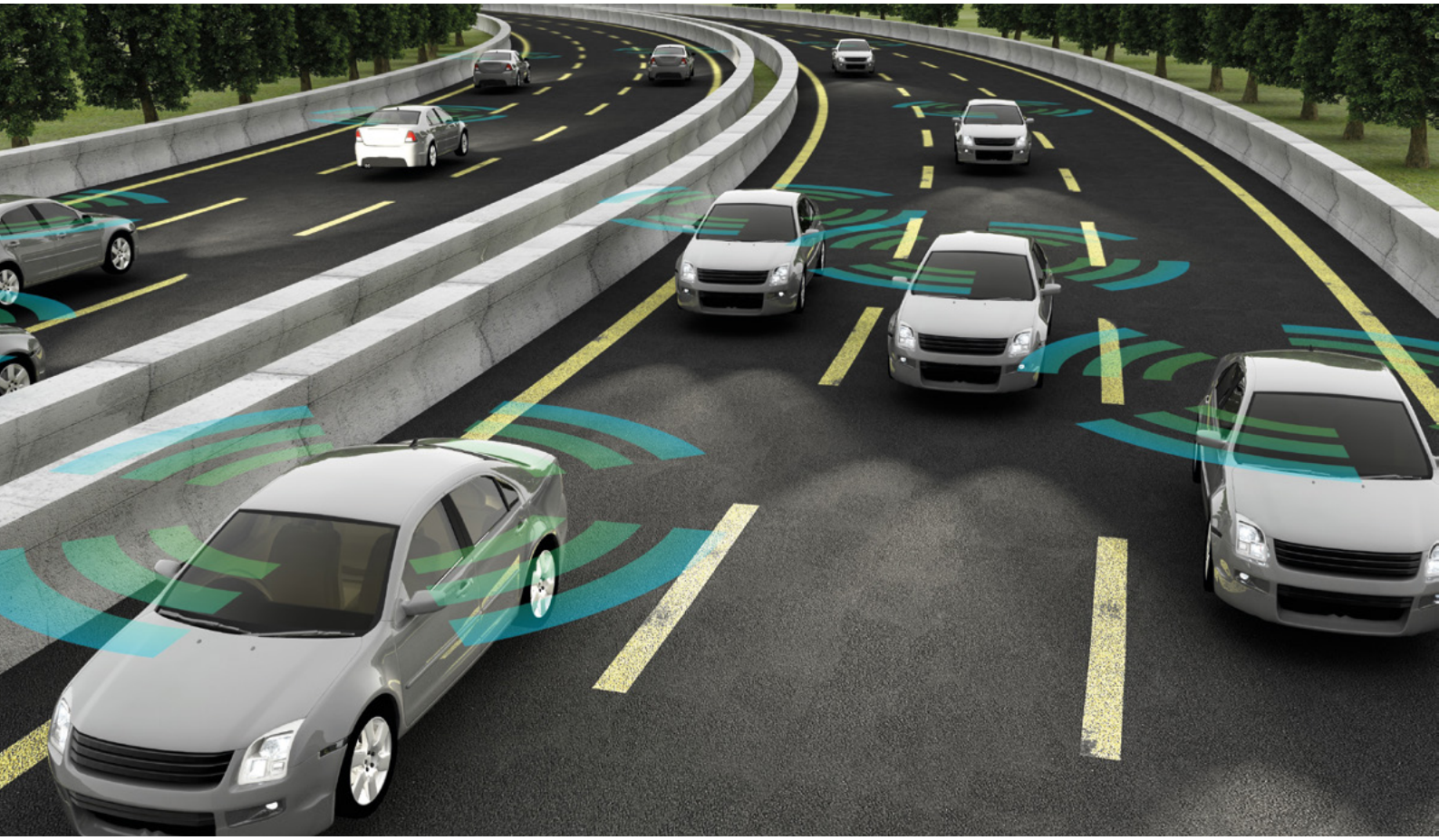
Figure 6 – Transport outcomes

How might future changes in technology and lifestyles affect our approach to planning transport in Basingstoke?

The transport sector is experiencing unprecedented change and there are wider factors which could influence the above priorities in the future. New technologies, in particular, are changing the way that people access transport services, including **instantly available information** on travel options via smartphones, the arrival of **new mobility providers** (such as Uber) and app-based bike hire schemes. Widespread innovations are influencing how people choose to travel.

Given the early stage of these technologies, it is difficult to predict what impact they will have. It could result in reduced car usage as more people are enabled to choose walking, cycling and public transport. Equally though, in time, people could move from owning cars to summoning **autonomous vehicles** for their journeys. This could increase the number of vehicles on the road as people choose to access cars for journeys rather than own them themselves.

Despite these uncertainties, there is likely to be more travel overall, which will place increased pressures on Basingtoke's transport system. It will therefore be important to develop a Strategy that proactively and flexibly plans for the future, whilst seeking to future proof as far as possible.



Section five: Transport Strategy themes

This section sets out the proposed approaches to transport which we think would help to meet the desired priorities and outcomes covered in Sections Three and Four.

Having considered a range of measures, evidence suggests that a **balanced approach** to transport intervention in Basingstoke is required to deliver the priorities. This would mean seeing **targeted investment in highway improvements** (particularly to deliver necessary access for new developments) alongside **investment in a rapid and efficient public transport system**, as well as **investment in active travel infrastructure**. We believe that this combined approach will best **support the delivery of controlled and sustainable growth in Basingstoke**.

The transport approaches outlined in this Section are organised according to seven strategy themes, which demonstrate how the different proposals work together to address the key priorities (see Figure 7). Specific projects will be identified through an Implementation Plan (see Section Seven).

Consultation - what you told us

A more balanced approach to investment across transport modes is well supported. Overall, at least 75% of respondents agreed with each of the seven strategy themes presented. The need to improve public transport was a consistent theme amongst consultation responses, with a majority of respondents considering that a more reliable bus service would provide a realistic alternative to the car.

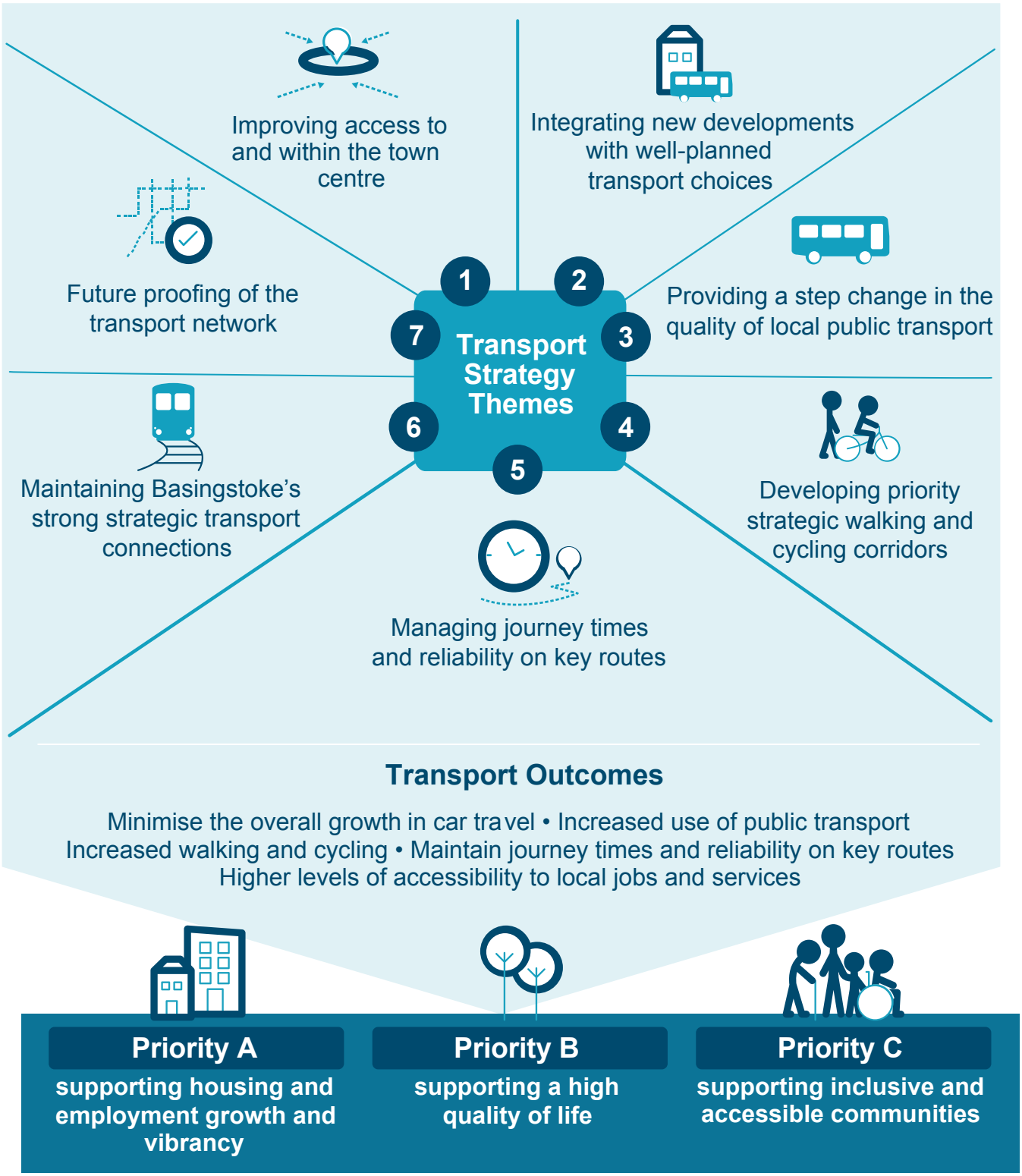


Figure 7 – Transport Strategy Themes

Strategy theme one: improving access to and within the town centre

Why is this important?

Basingstoke town centre provides a wide range of services, facilities and jobs and will continue to have a major influence on travel patterns in the future. It is also the heart of the transport network, particularly for bus and rail services. It is important to get the balance right between allowing residents, workers, businesses, shoppers and visitors to move around easily, while also supporting a network of attractive, welcoming and safe spaces with good air quality. The following proposed measures will support Basingstoke and Deane Borough Council's **town centre strategy**, **master plan for Basing View** and proposals for **the Top of the Town**.

How could this be achieved?

- Improving public transport access and operation within and through the town centre - this might include introducing some restrictions to other traffic to prioritise public transport movements.
- Enhancing the integration of bus and other forms of transport with Basingstoke Rail Station to improve interchange between different modes of transport – this could include reviewing the ongoing need for the existing bus station.
- Improving walking and cycling links across the town centre to address key barriers and make it easier to pass through.
- Reviewing how the current one-way system can better facilitate traffic flow and public transport operations.
- Improving Eastrop roundabout to tackle delays (to general traffic and public transport) and to enhance routes for pedestrians and cyclists.
- Enhancing the accessibility of Basing View and facilitating its integration with the main town centre area.
- Developing a town centre parking strategy, with potential measures to include:
  - making more efficient use of available parking capacity for those who have the greatest need (in conjunction with the development of higher quality alternative travel choices to access the town centre);
  - investigating options for car parking charges which would support the attractiveness of alternative modes of transport use, in particular for longer stay uses such as commuting;
  - consolidating town centre car parks into key strategic sites, providing opportunities for regeneration of some car parks for new developments as well as locating car parks in the optimum locations;
  - increasing the availability and promoting the use of charging infrastructure for electric vehicles; and
  - investigating the potential role of Park and Ride (in conjunction with other town centre parking measures).

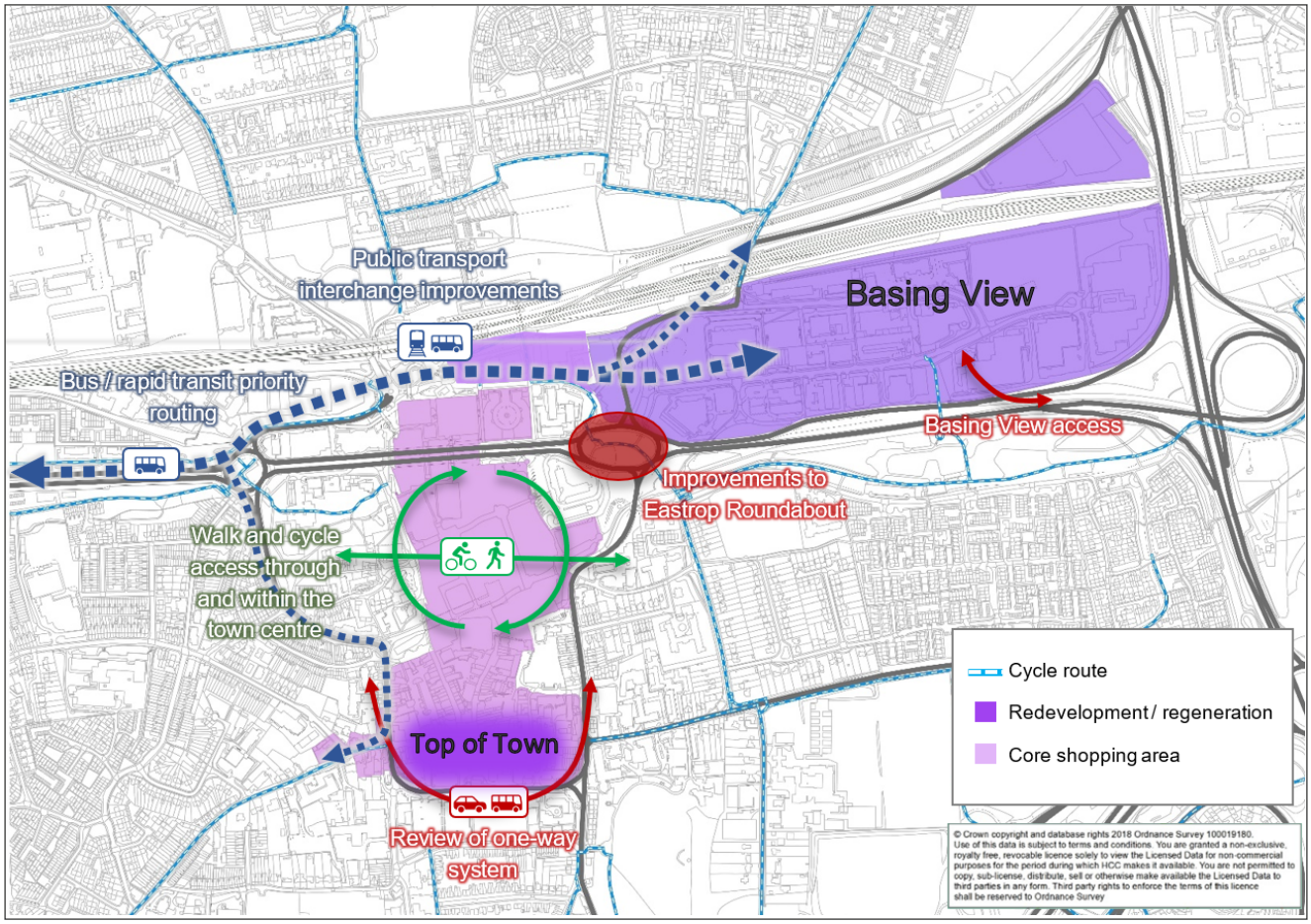


Figure 8 – Potential measures to enhance town centre access and movement

What are the expected benefits?

Potential benefits	Contribution to Transport Outcomes		Priorities
• Better cross-town connections by public transport. • Traffic flow would improve, reducing congestion and journey times. • Improved integration would make it easier to change between modes of transport. • Space for redevelopment within the town centre would be released. • Greater incentives for people to walk and cycle between locations.	Increased use of public transport	Reduce overall car travel	
	Increased walking and cycling	Maintain journey time reliability on key routes	
	Higher levels of accessibility to local jobs and services		

Key: ○ positive impact ○ high positive impact ○ very high positive impact

Making it happen

We have identified a number of strategic action steps which will be necessary to progress delivery against Strategy Theme One - improving access to and within the town centre:

Strategic action step	Type	Lead
Confirm the feasibility of town centre transport options (completion of Town Centre Study)	Study	HCC
Undertake a town centre parking study	Study	BDBC
Inform an integrated town centre master plan	Policy	BDBC
Identify / deliver 'quick wins'	Study / Delivery	HCC
Funding and delivery plan	Business Case / Delivery	HCC

As part of the planning and delivery of this strategy theme we will need to:

Work with...

- Festival Place
- South Western Railways (station interchange)
- Network Rail
- Bus operators
- Basing View
- Basingstoke Business Improvement District
- Town centre developers

Take account of...

- Integrating town centre measures with network planning for the wider town
- Alignment with the Central Basingstoke Strategy
- Potential changes in future demands for travel to, from and within the town centre

Manage challenges relating to...

- The alignment and co-ordination of transport measures with the timing of town centre development opportunities
- Multiple town centre users with different needs
- Keeping the town centre fully operational during works

Strategy theme two: integrating new developments with well planned transport choices

Why is this important?

The adopted Local Plan allocates sites to deliver 850 new homes every year up to 2029.The most significant single site is North Manydown (3,400 homes), with potential for further development within the wider Manydown area in the longer term. Other locations for large scale new housing are along the A30 corridor in the south west of the town and the A33 corridor to the east of the town. These new sites are typically towards the edge of the urban area, where the existing transport infrastructure is currently more limited. Evidence also shows that residents located at these sites are likely to be more reliant on car use. A process to update the Local Plan commenced in May 2019 and is expected to conclude in 2023. This will result in additional sites being allocated for housing and employment.

How could this be achieved?

- Making sure that new developments deliver the right infrastructure to mitigate impacts on the surrounding road network.
- Planning for sites of a sufficient size and form to attract and support viable new public transport services.
- Ensuring that new developments are supported by Travel Plans.
- Developing a network of high quality cycle and pedestrian routes to link with new development sites.
- Planning for new highways infrastructure to the west of the town, in particular with regard to access requirements for potential future development of Manydown.

What are the expected benefits?

<table>
<tr><th>Potential benefits</th><th colspan="2">Contribution to Transport Outcomes</th><th>Priorities</th></tr>
<tr><td rowspan="3">• New occupiers will be able to choose from a range of realistic travel options.
• Provision for public transport and other transport modes could reduce the number of journeys by car.
• The right local infrastructure will reduce the need for residents to travel for facilities and services.
• Travel demand from new developments could support wider public transport enhancements.</td><td>Increased use of public transport</td><td>Reduce overall car travel</td><td rowspan="3"> 
 
  </td></tr>
<tr><td>Increased walking and cycling</td><td>Maintain journey time reliability on key routes</td></tr>
<tr><td colspan="2">Higher levels of accessibility to local jobs and services</td></tr>
</table>

Key: ○ positive impact ○ high positive impact ○ very high positive impact

Making it happen

We have identified a number of strategic action steps which will be necessary to progress delivery against Strategy Theme Two - integrating new developments with well planned transport choices:

Strategic action step	Type	Lead
Develop a comprehensive transport infrastructure plan for the west of the town, taking into account the full development potential of the Manydown site	Study	HCC
Prepare the investment case for major transport infrastructure items required to 'unlock' new developments	Study / Business Case	HCC
Develop the transport evidence base to inform the Local Plan review	Study	HCC / BDBC
Ensure that policy development through the Local Plan update aligns with the Transport Strategy	Policy	BDBC

As part of the planning and delivery of this strategy theme we will need to:

Work with...

- Developers / landowners
- Enterprise M3 LEP
- Ministry of Housing, Communities and Local Government

Take account of...

- The likely needs of potential future development sites when planning and delivering infrastructure in the present
- Potential changes in the way that people might travel and live in the future
- The potential impacts of new development outside of the borough

Manage challenges relating to...

- The viability of new developments in relation to infrastructure costs
- Delivering key infrastructure items 'up front', in advance of housing delivery / occupation
- The commercial viability of new public transport services to serve new development

Strategy theme three: providing a step change in the quality of local public transport

Why is this important?

Current bus provision is not perceived as able to compete with car travel. There is currently little priority for buses and as a result buses get caught up in the same congestion as other traffic. Within recent consultation exercises, local residents and businesses have identified the need for high quality alternatives to car travel for local journeys within the town. We believe that there is an opportunity to build upon recent increased use of public transport and unlock further potential demand. Basingstoke also benefits from some well-planned corridors which provide opportunities to implement additional infrastructure without significantly impacting on road space for other users.

How could this be achieved?

- Improving bus access and operation within the town centre as an initial priority – this might include introducing some restrictions to other traffic to prioritise bus movements and enhancing bus interchange facilities.
- Enabling the provision of cross-town public transport services to improve connectivity throughout the town.
- Working with public transport operators to provide frequent, reliable and affordable services on key corridors with modern, low emission vehicles. This includes supporting the introduction of autonomous vehicles and the potential incorporation of other SMART technology in the future.
- Ensuring that the local public transport network is developed as a commercially viable and financially sustainable proposition.
- Developing a **Mass Rapid Transit** offer in the town, based on the development of a network of high quality, rapid public transport corridors (see Figures 9 and 10). These would include infrastructure measures to give priority or dedicated running to MRT vehicles (and existing buses), in order to support improved reliability, punctuality and journey times. In the shorter-term, land on important routes could be protected for potential future improvements.

Mass Rapid Transit (MRT) would represent a significant investment and commitment. We need to undertake further work to assess the feasibility and value for money of investment. The development of a MRT network would be phased over time and would grow and expand with the town. We have developed a **prospectus** for the potential development of a MRT system for Basingstoke. This further explains what this might look like,and what sort of benefits might be expected.

A new direction? – Exploring Mass Rapid Transit for Basingstoke

A key part of the proposed Strategy is providing attractive, realistic alternatives to the car for journeys within Basingstoke.

Mass Rapid Transit (MRT) could provide a step change improvement in the public transport experience – a new, distinctive travel choice blending the qualities of light rail with the flexibility of bus technology

The Glider service in Belfast

MRT typically consists of high quality, modern vehicles, convenient interchange, and corridors which could include mixed traffic roads, dedicated bus lanes and priority measures at junctions. Vehicles may become autonomous in time, as technology permits.

Journey times on MRT corridors would be expected to be more comparable with car travel, and with improved reliability. Passengers could experience levels of service and comfort more similar to a modern tram.

MRT would need to work with other parts of the Strategy, including changes to the layout of the town centre and potentially changes to parking.

For further information see our **MRT Vision**

Figure 9 – Creating a more balanced approach to transport in Basingstoke: Mass Rapid Transit

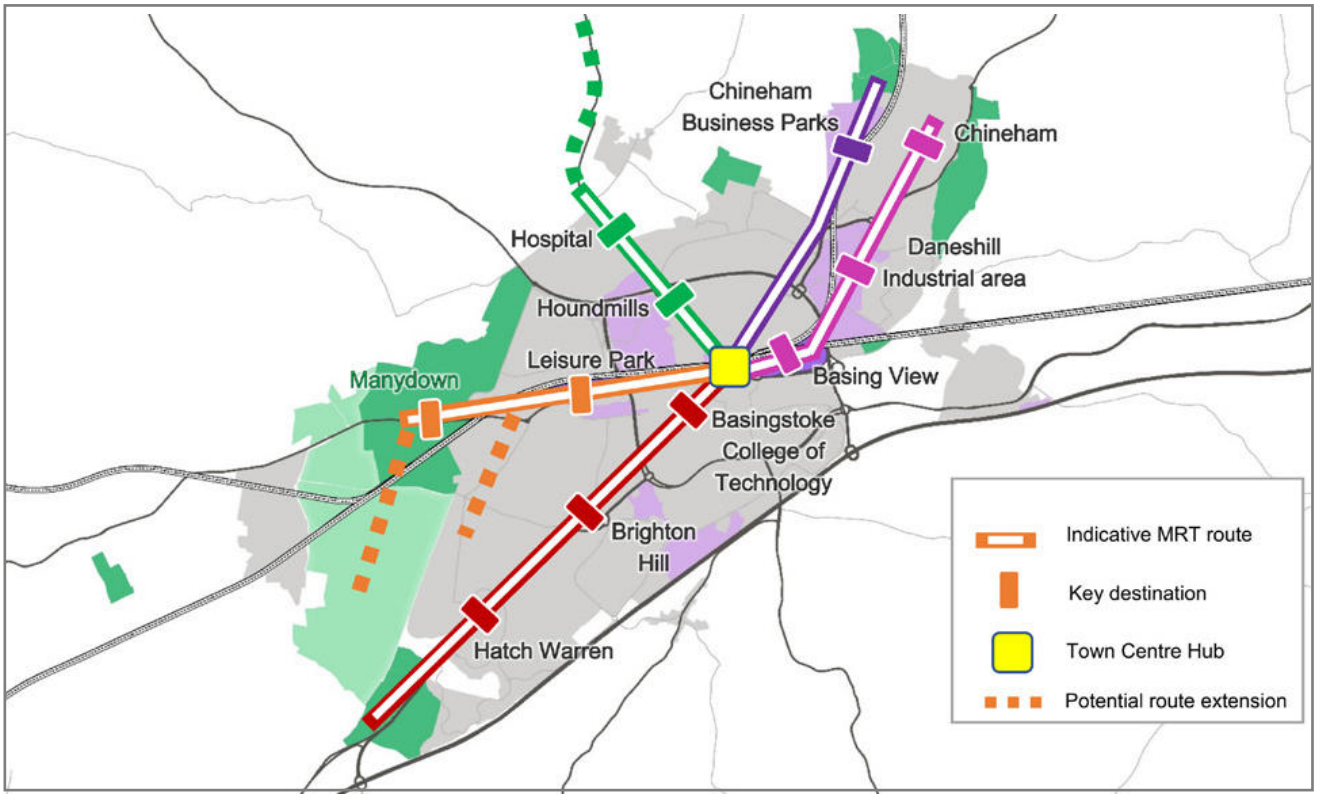


Figure 10 – Indicative Mass Rapid Transit Network

What are the expected benefits?

Potential benefits	Contribution to Transport Outcomes		Priorities
• Faster journey times by public transport. • More frequent, reliable and punctual services. • Changing between modes of transport is easier. • A more realistic alternative to the car – less reliance on car use (and reduced vehicle emissions).	Increased use of public transport	Reduce overall car travel	
	Increased walking and cycling	Maintain journey time reliability on key routes	
	Higher levels of accessibility to local jobs and services		

Key: ○ positive impact ○ high positive impact ○ very high positive impact

Making it happen

We have identified a number of strategic action steps which will be necessary to progress delivery against Strategy Theme Three - providing a step change in the quality of local public transport:

Strategic action step	Type	Lead
Complete feasibility work of options for potential MRT corridors	Study	HCC
Develop consistent standards / principles to govern delivery of MRT (e.g infrastructure, services, information)	Policy	HCC
Identify key land requirements and seek land safeguarding	Study / Policy	HCC
Integrate MRT proposals into wider policy	Policy	HCC / BDBC
Confirm the phasing plan	Study	HCC
Develop the business case for initial phase(s) - e.g. town centre, western corridor to Manydown	Business Case	HCC

As part of the planning and delivery of this strategy theme we will need to:

Work with...	Take account of...	Manage challenges relating to...
• Bus operators • South Western Railways (station interchange) • Local businesses	• The need for complementary measures in order to maximise outcomes - e.g. promotion / publicity, travel planning and co-ordinated parking policy • Future changes in technology, such as the advent of autonomous vehicles	• The different demands for road space • The commercial viability of services • Potential land requirements • Significant investment costs and the need for a phased / incremental approach over time

Strategy theme four: developing priority strategic walking and cycling corridors

Why is this important?

Walking and cycling levels in Basingstoke are generally lower than in other similar towns. This is despite much of the town being within a reasonable walking or cycling distance of the town centre. One of the key issues identified in the **Basingstoke Cycling Strategy** is that the quality of walking and cycling provision across the town is inconsistent and a number of key routes are not complete or joined up. Traffic levels and speeds may also discourage many potential cyclists. Encouraging active travel can have significant health benefits, in addition to reducing demand for car travel. Potential investment in Mass Rapid Transit (see Strategy Theme Three) would need to be supported by good access between stops and key destinations by walking and cycling.

How could this be achieved?

- Addressing the physical barriers to cycling within and through the town centre.
- Prioritising the completion of continuous, direct routes on the Strategic Cycle Network.
- Providing segregated facilities on priority routes where feasible.
- Enhancing key bus stops to enable cycle parking, in order to encourage integration with public transport services.
- Ensuring new developments provide facilities to promote walking and cycling in line with current design standards.
- Designing public areas in ways that support walking and cycling in safe and attractive environments.

What are the expected benefits?

<table>
<tr><th>Potential benefits</th><th colspan="2">Contribution to Transport Outcomes</th><th>Priorities</th></tr>
<tr><td rowspan="3">• Continuous, direct, safe routes for walking and cycling around Basingstoke.
• Greater priority / use of road space for cyclists and pedestrians.
• Quick, easy and convenient short distance trips on foot and by bike.
• Better opportunities for more active lifestyles.
• Improved safety for pedestrians and cyclists.</td><td>Increased use of public transport</td><td>Reduce overall car travel</td><td rowspan="3"> 
 
  </td></tr>
<tr><td>Increased walking and cycling</td><td>Maintain journey time reliability on key routes</td></tr>
<tr><td colspan="2">Higher levels of accessibility to local jobs and services</td></tr>
</table>

Key: ○ positive impact ○ high positive impact ○ very high positive impact

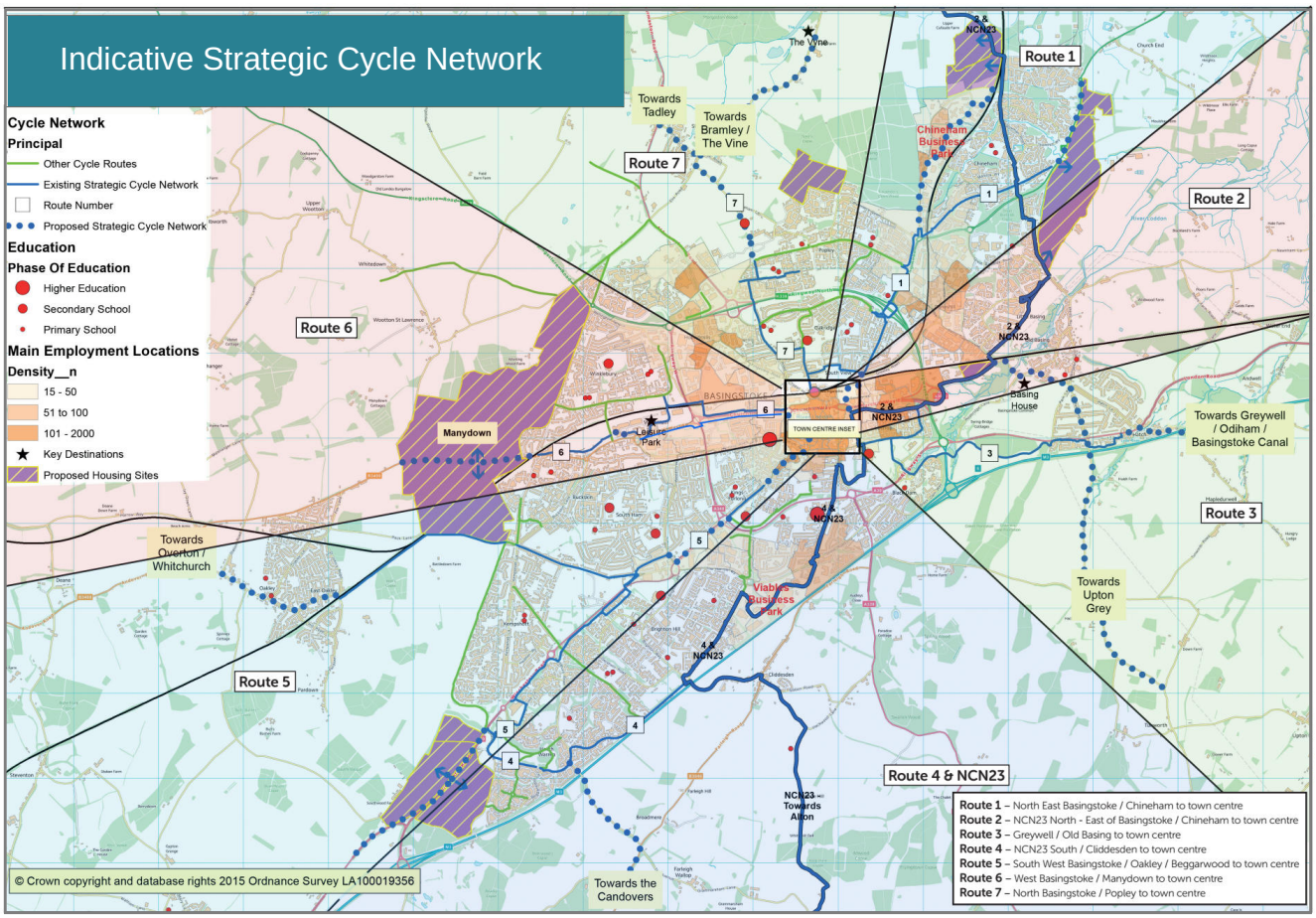


Figure 11 – Indicative Priority Strategic Cycle Corridors

Making it happen

We have identified a number of strategic action steps which will be necessary to progress delivery against Strategy Theme Four - developing priority walking and cycling corridors:

Strategic action step	Type	Lead
Undertake a review of the Basingstoke Cycling Strategy / facilitate cycle conference	Study / Policy	HCC
Confirm a set of standards and principles to apply to the development of Strategic Cycle Corridors in Basingstoke	Policy	HCC
Identify priority corridor(s) for investment	Study	HCC
Identify / deliver 'quick wins' and 'missing links', in line with the longer term development of holistic corridors	Study / Delivery	HCC
Funding and delivery plan	Business Case / Delivery	HCC

As part of the planning and delivery of this strategy theme we will need to:

Work with...	Take account of...	Manage challenges relating to...
• Local walking and cycling groups	• The potential opportunities presented by the development of MRT corridors to incorporate walking and cycling facilities • Integration with town centre proposals • The need for complementary measures to encourage increased walking and cycling activity	• The range of different pedestrian and cyclist user types - e.g. in relation to ability, experience and journey purpose • Piecemeal development of walking and cycling corridors due to the nature of funding / implementation opportunities (e.g. related to development)

Strategy theme five: managing journey times and reliability on key routes

Why is this important?

Basingstoke has a well-planned and high capacity road network, including several high standard radial corridors and the orbital Ringway. However, as the town continues to grow demand on these routes is increasing and congestion pinch points have begun to materialise, particularly during peak periods. As a consequence, traffic seeks out alternative, less suitable, routes with associated noise, safety and air quality impacts on local communities.

Recent and planned investment in key junction improvements is providing some additional capacity to tackle these issues – however, continued widespread increases in highway capacity throughout Basingstoke is not considered to be sustainable or affordable in the longer-term. Targeted investment in new highways capacity should, therefore, be complemented by an increased focus on seeking to meet travel demand through alternative means.

How could this be achieved?

- Maintaining the condition of the existing highway network to ensure the safe and efficient movement for all users.
- Prioritising the delivery of planned junction improvements (for example, Enterprise M3 Local Enterprise Partnership funded schemes) in the shorter-term.
- Developing 'smart corridors'[3] which utilise real time information, intelligent signal control systems and other data and technology to manage traffic more efficiently and optimise capacity.
- Adopting a more balanced approach to the planning of highway corridors to cater for public transport, walking and cycling in addition to general traffic.
- Introducing further targeted measures to reduce congestion bottlenecks and optimise management of the highway network.
- Mitigating the specific traffic impacts of new development.

[3] *'Smart corridors' typically make extensive use of technology and data including journey time sensors, pollution detectors, real time messaging and communication schemes such as real time alerts on signs, message boards and to people's phones or car computers. It can also include innovations such as tidal flow systems, which allow traffic to travel in either direction based on conditions and controlled by variable message signs. These measures can help to maximise the operational efficiency of the route.*

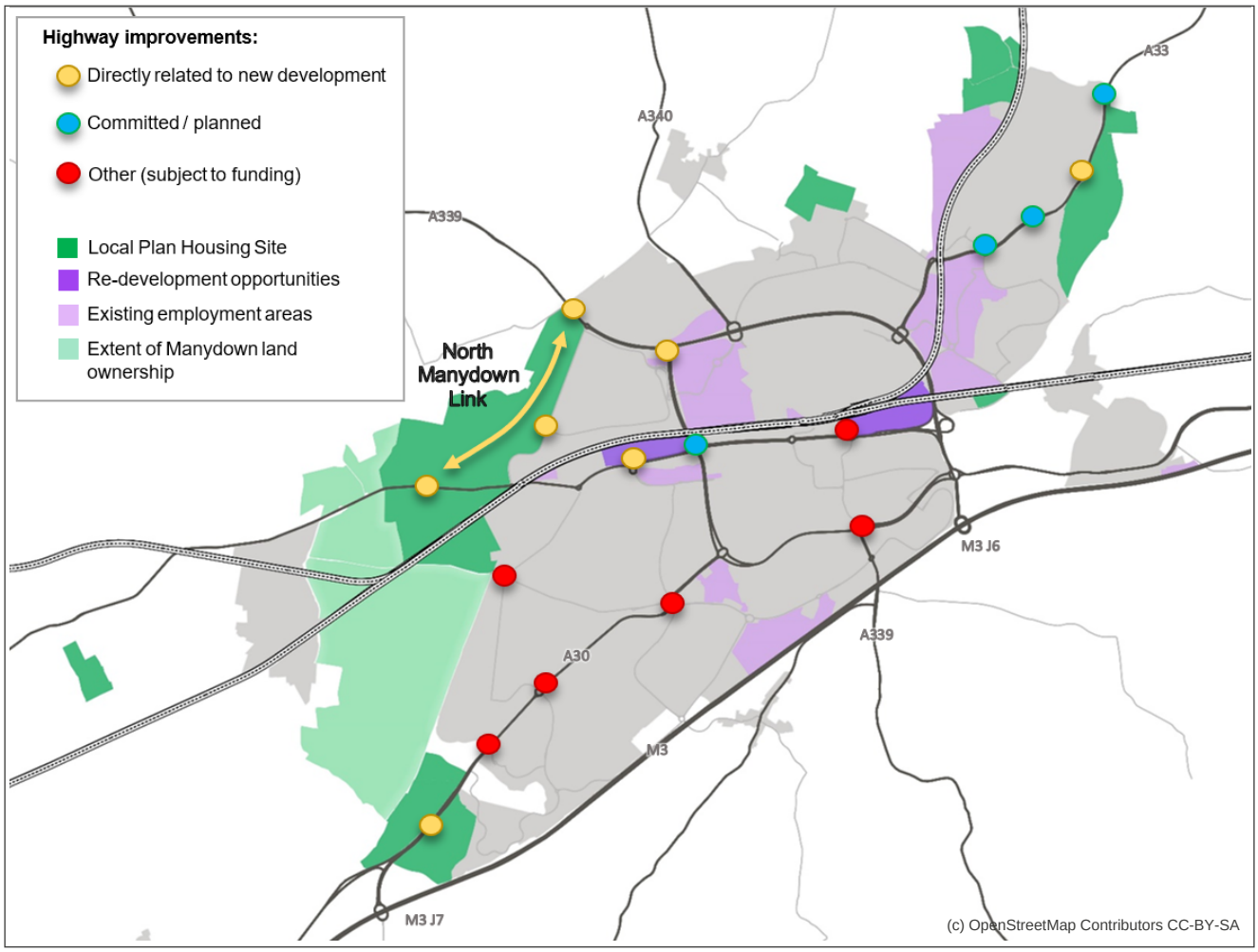


Figure 12 – Planned and potential future highway improvements (based on current Local Plan)

What are the expected benefits?

Potential benefits	Contribution to Transport Outcomes		Priorities
• Reduced delay at key congestion 'hotspots' for general traffic and buses • More consistent, smoother traffic flow on key routes • Less variability in journey times • Better information and management of incidents	Increased use of public transport	Reduce overall car travel	
	Increased walking and cycling	Maintain journey time reliability on key routes	
	Higher levels of accessibility to local jobs and services		

Key: ○ positive impact ○ high positive impact ○ very high positive impact

Making it happen

We have identified a number of strategic action steps which will be necessary to progress delivery against Strategy Theme Five - managing journey times and reliability on key routes:

Strategic action step	Type	Lead
Ensure successful delivery of current planned improvements - e.g. Thornycroft Roundabout and Brighton Hill Roundabout	Delivery	HCC
Develop integrated (multi-modal) corridor strategies for priority corridors - e.g. A30 (south west), B3400, A33, A339 - in line with the 'reduce', 'manage' and 'invest' principles	Study / Policy	HCC
Review the scope and applicability of a 'smart corridor' approach, including the development of key principles where appropriate	Study	HCC
Funding and delivery plan	Business Case / Delivery	HCC

As part of the planning and delivery of this strategy theme we will need to:

Work with...

- Technology providers
- Asset management and highway maintenance

Take account of...

- Proposals for MRT corridors - both in terms of potential impacts on traffic demands and integration of the necessary infrastructure
- The need to ensure highway safety for all road users and to seek to reduce accidents
- The need to mitigate air quality impacts associated with road traffic

Manage challenges relating to...

- Uncertain trends in future traffic growth and travel behaviours
- Maintaining our existing infrastructure to a satisfactory condition alongside seeking to secure investment in improvements

Strategy theme six: maintaining Basingstoke's strong strategic transport connections

Why is this important?

Basingstoke's economic growth and prosperity has developed around its excellent strategic road and rail links. These provide connections to and from surrounding towns, London, the south coast, the midlands and wider destinations. Maintaining and improving these links is crucial to maintaining Basingstoke's competitive advantage over other areas competing for inward investment. The M3 currently operates well around Basingstoke – however, future traffic growth, including from new local development, such as at M3 Junction 7, could affect this. Rail demand from Basingstoke to London is high (and expected to grow) – peak services (fast services) experience overcrowding from Basingstoke.

How could this be achieved?

- Working with rail operators, Network Rail and central Government to:
  - enhance the capacity, frequency and connectivity of rail services as part of Hampshire County Council's county-wide approach to rail – (for example, Western Access to Heathrow, Southern Access to Heathrow, Crossrail (suburban services recast), Digital Railways and Crossrail 2;
  - deliver Network Rail's proposed flyover to the east of Basingstoke station; and
  - plan for increases in passenger demand at Basingstoke rail station, including by improving access by all types of transport, managing appropriate levels of parking and ensuring station capacity caters for expected demands.
- Working with Highways England to:
  - promote the inclusion of the M3 Smart Motorway (Junction 4a to Junction 9) in Highway England's forward investment plans; and
  - plan for the impacts of future growth of Basingstoke on M3 Junction 7 and M3 Junction 6.
- Reviewing, in conjunction with neighbouring authorities, the future role and function of key corridors connecting Basingstoke to surrounding centres and the wider strategic road network. These include the A33 corridor (Basingstoke / M3 – Reading / M4), the A339 corridor (Basingstoke – Newbury / M4), and the A30.

What are the expected benefits?

Potential benefits	Contribution to Transport Outcomes		Priorities
• Strong transport connections support existing and new businesses. • Rail replaces some longer distance car trips, thereby potentially reducing car traffic in and out of Basingstoke. • Improved experience for users of rail services.	Increased use of public transport	Reduce overall car travel	
	Increased walking and cycling	Maintain journey time reliability on key routes	
	Higher levels of accessibility to local jobs and services		

Key: ○ positive impact ○ high positive impact ○ very high positive impact

Making it happen

We have identified a number of strategic action steps which will be necessary to progress delivery against Strategy Theme Six - maintaining Basingstoke's strong strategic transport connections:

Strategic action step	Type	Timescale
Undertake a strategic multi-modal study of the Basingstoke - Reading corridor in conjunction with neighbouring authorities	Study	HCC
Undertake a strategic multi-modal study of the Basingstoke - Newbury (A339) corridor in conjunction with West Berkshire Council	Study	HCC
Develop a strategic position (co-ordinated at countywide level) for priority investments on the Major Road Network and Strategic Road Network to seek to influence future investment programmes (e.g. for Highways England and Transport for the South East)	Policy	HCC
Develop a strategic position (co-ordinated at countywide level) for priority investments on the rail network to seek to influence future investment programmes (e.g. for Network Rail and Train Operating Companies)	Policy	HCC

As part of the planning and delivery of this strategy theme we will need to:

Work with...

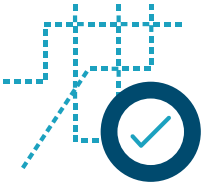
- Neighbouring authorities, e.g. Reading, Wokingham, West Berkshire
- Enterprise M3 Local Enterprise Partnership
- Thames Valley Berkshire Local Enterprise Partnership
- Transport for the South East
- Highways England / Department for transport
- Network Rail / Train Operating Companies

Take account of...

- Significant development proposals outside of the borough, such as at Grazeley (A33 corridor) and Sandleford (A339 corridor)
- The significant lead-in times for strategic infrastructure investments and the need to seek to influence investment programmes at an early stage

Manage challenges relating to...

- Strategic v's local needs
- Encouraging people to live and work within Basingstoke, whilst ensuring that strong strategic transport connections can support inward business investment



Strategy theme seven: future proofing of the transport network

Why is this important?

New technologies are constantly emerging and could have a significant bearing on society and the ways in which people interact and move around in the future. Through the **Smart Basingstoke** initiative Basingstoke and Deane Borough Council is seeking to ensure that the town is fit for the future and maximises the opportunities presented by these technological changes.

How could this be achieved?

- Making better use of data to support personal journey planning and decision making, keep transport users well informed, and improve the overall journey experience. This could include a more widespread use of Bluetooth / mobile data, as well as crowd-sourced data.
- Actively preparing for the advent of Connected Autonomous Vehicles (CAVs), for example by enabling 'smart parking'[4] at key sites, exploring opportunities for specific trial applications of CAVs, and seeking to encourage development and planning for driverless buses and Automated Transit Networks (as part of the MRT proposals for instance).
- Expanding the availability of electric vehicle charging infrastructure within the town, including within new developments, to support the uptake of low emission vehicles within Basingstoke (consistent with Government's **'Road to Zero'** initiative).
- Ensuring that major infrastructure investments have regard to potential changes in technology, and can adapt to new technologies that have not yet been introduced. This would, for example, be relevant to the development of a potential Mass Rapid Transit network.

[4]*The main concept around 'smart parking' is where the space is booked in advance and the vehicle is then directed to vacant spaces as each space either has a sensor, or vehicles have sensors on them which update the central database when spaces are vacant.*

What are the expected benefits?

Potential benefits	Contribution to Transport Outcomes		Priorities
• An improved user experience. • More evidence-led, responsive services. • Improved environmental impacts through greater use of low carbon vehicles. • Basingstoke as an 'early adopter' of new technologies would be better placed to exploit future benefits. • More seamless travel, e.g. by contributing further to multiple transport modes.	Increased use of public transport	Reduce overall car travel	
	Increased walking and cycling	Maintain journey time reliability on key routes	
	Higher levels of accessibility to local jobs and services		

Key: ○ positive impact ○ high positive impact ○ very high positive impact

Making it happen

We have identified a number of strategic action steps which will be necessary to progress delivery against Strategy Theme Seven - future proofing of the transport network:

Strategic action step	Type	Lead
Undertake a 'future mobility' study to identify the key opportunities and challenges for Basingstoke in relation to new technologies and changes in travel behaviour	Study	BDBC
Identify potential trial opportunities and applications for innovative schemes within Basingstoke (potentially linked to research funding / programmes)	Study / Delivery	BDBC
Develop priority 'smart principles' to be integrated throughout the planning and delivery of transport projects, and seek to incorporate these within wider policy / strategy (e.g. the 'Smart Basingstoke' initiative)	Policy	BDBC / HCC

As part of the planning and delivery of this strategy theme we will need to:

Work with...

- Technology providers
- Research institutes

Take account of...

- Integration of future proofing across all aspects of the Transport Strategy

Manage challenges relating to...

- Rapid and continuous evolution of new technologies and approaches

Section six: looking beyond the Local Plan – supporting longer-term housing and jobs growth

The current Local Plan allocates sites to build 850 houses every year up to 2029. Looking ahead, it is likely that central Government will continue to require Basingstoke and Deane Borough Council to provide sites to meet a similar level of housing growth. In May 2019 the council initiated a process to update the Local Plan, with a target timescale for this to be in place by 2023.

The proposed measures set out in Section Five would go some way to supporting new development and unlocking growth potential beyond 2029, including through helping to widen travel choices and reduce reliance on the car. However, looking 50 years into the future, initial evidence suggests that additional strategic road or public transport connections will be needed to help cater for longer-term housing and economic growth in Basingstoke and to improve sub-regional and regional connectivity. It will also be important to ensure that future transport provision is planned in conjunction with any major changes to provision of key services, such as healthcare and education.

We therefore need to begin thinking about planning for these major longer-term transport infrastructure requirements. A lack of careful planning could have a knock-on effect on the quality of Basingstoke's local transport network and, critically, the attractiveness of Basingstoke as a place to live, work and do business.

The location of longer-term development would be subject to the planning process (e.g. through the updated Local Plan). The wider Manydown area has previously been identified as capable of accommodating further development and is likely to be important in meeting future housing needs.

Based on initial assessment, some of the key longer-term transport infrastructure considerations might include:

- **Investigating strategic multimodal improvements between the A30 (west) and the A339 (e.g. a western relief / distributor road);**
- **Undertaking strategic issues and options studies for the A339 between Newbury and Basingstoke, and the A33 between Basingstoke and Reading;**
- **Investigating strategic multimodal improvements to enhance connectivity between the M3 and M4 (between the A34 and M25);**
- **Planning for expansion of the MRT concept to integrate new developments as a core part of the network and supported by high quality, rapid services;**
- **Encouraging the Department for Transport and Highways England to undertake work to determine what future enhancements will be needed to the A34 in their next planning period. This needs to consider the impact of committed schemes at Junction 9 of the M3 / A34, and at the A34 north of Newbury, on the A34 route between these two schemes;**

- **Investigating the potential role and viability of new rail stations, particularly to support new development; and**
- **Significant enhancements to the strategic highway network, such as a new or improved M3 Junction 7 and a Smart Motorway scheme on the M3 between Junction 4a and Junction 9.**

Technical studies would need to be carried out to investigate these options further. It might be necessary to seek to protect land that would be required to deliver these improvements, for instance through the updated Local Plan.

Section seven: strategy implementation

What are the priority schemes and projects to be delivered?

The Strategy will guide future transport policy and investment decisions for Basingstoke. It is supported by an **Implementation Plan**, which is the means of delivering specific projects in line with the strategy. The Implementation Plan will be maintained as a live document and updated at regular intervals over time.

The Implementation Plan sets out the identified shorter-term priorities, with a programme covering the planned capital and revenue expenditure based upon available funding (infrastructure works and studies). Key medium to longer-term aspirations are presented indicatively - over time, as a result of study work and through updates to the Implementation Plan, these will be planned with greater certainty.

Each potential project or scheme identified would be subject to further feasibility studies, consultation, and the development of a sound business case demonstrating value for money. In many cases, this study work will be the focus of shorter-term activity in order to ensure that projects to be prioritised for medium to longer-term investment and delivery are based upon a robust evidence base.

Across the Strategy as a whole, the overall approach to implementation is expected to consist of several key stages:

- **Delivery of current planned schemes** – ensuring successful and timely implementation of schemes such as Thornycroft Roundabout and Brighton Hill Roundabout.
- **Identification and delivery of 'quick wins'** – lower cost, lower risk schemes which are aligned with the Strategy
- **Tackling key town centre issues** – this would act as an enabler to other measures as the town centre forms a transport hub, and would be co-ordinated with town centre re-development initiatives such as Basing View. The Councils are already leading masterplanning activities and a town centre transport study to provide a sound evidence base.
- **Transport infrastructure to support Manydown** – seeking to implement appropriate highway, public transport and walking and cycling improvements from the outset of housing delivery at Manydown.
- **Initial roll-out of an early phase of MRT**, co-ordinated with measures to encourage the use of sustainable modes – this will ensure higher quality alternatives to the car are in place. An initial phase of MRT might seek to connect Basing View, the rail station, the Leisure Park and North Manydown.
- **Integrated corridor improvements** – considering the potential expansion of MRT routes and development of strategic cycle corridors, alongside targeted highway capacity improvements and ‘smart’ traffic management.

Who will be responsible for delivering the Strategy and how will this be managed?

To effectively deliver against the Strategy, Hampshire County Council and Basingstoke and Deane Borough Council will take a joint approach to implementation, in conjunction with key partners, stakeholders and delivery agencies where necessary. The Implementation Plan will identify the specific roles and responsibilities of key delivery partners.

How will delivery of the Strategy be funded?

There are a number of potential sources of funding and these are likely to vary over time. The Implementation Plan will identify relevant funding sources. Some of the most typical funding sources include:

- Local Growth Fund – administered via the Enterprise M3 Local Enterprise Partnership, with funding applications for particular transport projects submitted by the local authorities;
- Specific funding opportunities made available by central Government – these are typically on a competitive basis (such as the Housing Infrastructure Fund);
- Developer funding – through Section 106 contributions or the Community Infrastructure Levy;
- Capacity funding – provided by the Government in relation to infrastructure planning for Manydown and other new homes in the west of Basingstoke in the future;
- Retained business rates, via the Enterprise M3 Local Enterprise Partnership (such as for the Basing View Enterprise Zone); and
- Annual capital / revenue budget allocations for local authorities – these are under significant ongoing pressure.

Due to the existing and forecast constraints on local authority budgets, it will be important to minimise any ongoing revenue liability in particular.

How will success be measured?

Outcome based indicators and targets will be used to measure performance, drawing on data captured through wider monitoring exercises at a borough and county level. The focus will be on utilising representative data to provide an indication of progress against the key transport outcomes for the Strategy, as set out in Section Four. This could include data such as traffic volumes on key routes, use of different travel modes (e.g. from travel surveys), air quality monitoring, public transport passenger data, and accident data.

Feedback from the public and key stakeholders will also continue to be sought and monitored.

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Basingstoke Transport Strategy

Mass Rapid Transit for Basingstoke

July 2019

www.hants.gov.uk

Hampshire County Council

Basingstoke and Deane

In partnership with enterprise M3

Driving prosperity in the M3 corridor

Mass Rapid Transit for Basingstoke

The Basingstoke Transport Strategy has been developed jointly by Hampshire County Council and Basingstoke and Deane Borough Council. A key component of the Strategy is the need to provide attractive, realistic alternatives to the car.

Mass Rapid Transit (MRT) could provide a step change improvement in the public transport experience – a new, distinctive travel choice for Basingstoke blending the qualities of light rail with the flexibility of bus technology.

MRT would need to work with other parts of the Strategy, including changes to the layout of the town centre and other complementary measures to facilitate MRT.

The Glider service in Belfast

Mass Rapid Transit for Basingstoke

The challenge

With Basingstoke's population expected to increase by approximately 21,000 people (18%) over the next 25 years, traffic congestion is expected to get worse. We believe that journey times across Basingstoke's highway network will increase by more than 25% over the same period if nothing is done to the transport network.[1] Significant investment has been made in recent times in the road network, but more needs to be done. The Transport Strategy identifies a need to improve the range and quality of different transport choices available to people, including travel by public transport within the town.

Basingstoke's core bus network provides some high frequencies, but it is held back by slow speeds. For example, the current journey time from Hatch Warren Sainsbury's to Festival Place Car Park in the centre of Basingstoke is between 10 and 20 minutes by car on average in the morning peak[2], but the bus schedule is about twice the car journey time at 30 minutes.

If nothing is done, buses can be expected to get slower in the same way as car journey times. To maintain the current frequency of service, more buses and drivers will be needed. So if nothing else changes, then either fares will have to increase, or buses made less frequent. Either way, it will become even harder for the bus to provide an attractive alternative to car, and fewer people will use the bus. So as the bus becomes less attractive congestion will continue to increase, while those people who currently rely on the bus can expect services to worsen.

Not everyone has a car. One in five households in Basingstoke do not have access to a car.[3] If we do nothing, people in those households will find it increasingly hard to get to jobs, education and health. And in those households that do have access to a car, good public transport enables members of that household to travel independently. This can benefit young people in particular.

Bus journey times in Basingstoke are typically 2 to 3 times longer than the car

A 10% increase in bus journey times leads to:

an 8% increase in the cost of running buses

at least a 10% reduction in passengers

One in five households in Basingstoke do not have access to a car

Mass Rapid Transit for Basingstoke

The role of public transport in Basingstoke

Through helping to address Basingstoke's transport issues now and in the future, a step change in public transport within the town could have an important role in helping to meet the Transport Strategy key priorities for: supporting economic growth and vibrancy; supporting a high quality of life; and supporting accessible and inclusive communities.

Improving public transport would make it more attractive and convenient for car users to consider other means of travelling. Reducing congestion would help Basingstoke provide more jobs to more people, and more jobs in Basingstoke could mean less need to travel outside Basingstoke for work. Modern, efficient public transport systems can stimulate new business investment and also help to deliver well-planned and attractive new developments – so this could apply to Manydown and Basing View for instance. And as modern public transport provides a greener way to travel and encourages less car use, it can help to ensure that good standards of air quality in Basingstoke are maintained.

We've considered the alternatives for an enhanced public transport system in Basingstoke. In the short to medium term at least, it is likely that a bus based MRT system would be the most appropriate solution for Basingstoke. This can deliver higher speeds and more punctual services, just like light rail, but at much less cost and with a greater degree of flexibility to adapt to changing needs and circumstances. Basingstoke is fortunate to benefit from some key transport corridors with space to provide improvements. We would only need to put priority measures in on the road network where they are needed. And we could get much closer to people's front doors, and adapt services to changing demand, much more easily than we could with light rail. Most importantly, MRT can attract people out of their cars.

New technology, such as electric and driverless vehicles, may change the current concept of fixed route services. But infrastructure measures implemented to support MRT could also be usable by these services in the future.

Supporting economic growth and vibrancy

Supporting a high quality of life

Supporting accessible and inclusive communities

64% of Basingstoke residents surveyed stated that if public transport was good enough they would travel to the town centre without using a car.

Horizon 2050 consultation, BDBC (2018)

83% of respondents were concerned that public transport is less attractive than travelling by car.

A majority of respondents felt that a more reliable bus service and / or implementing a Mass Rapid Transit system would provide a realistic alternative to using their car.

Basingstoke Transport Strategy Consultation (2018)

Examples of MRT

Many places in the UK are now seeing the benefits of investment in MRT. In Hampshire, Gosport has had the 'Eclipse' Bus Rapid Transit (BRT) linking it to Fareham since 2012. Economic evaluation shows that the scheme has delivered an economic return on investment at up to £6.94 for each £1 spent.[4]

Bus Rapid Transit schemes are also in place in Crawley, Dartford, Cambridgeshire and Greater Manchester. In 2018 BRT services started in Belfast and Bristol, and BRT is planned for the West Midlands where it will play a key part in providing transport for the Commonwealth Games in 2022.

The 'Eclipse' service in Gosport

Image from Bristol metrobus

MetroBus in Bristol

Eclipse – Gosport
50% increase in bus passengers in two years

Passenger satisfaction up by 20%[4]

Cambridgeshire Busway
Three out of five passengers have a car available for their journey[5]

Mass Rapid Transit for Basingstoke

What could MRT look like in Basingstoke?

A MRT network for Basingstoke could provide fast links between residential areas, the town centre and key locations such as Basing View, the Leisure Park, the Hospital and Chineham business parks. But we would also expect that local bus services would be able to use the priority measures provided, so MRT could also benefit all bus users in Basingstoke.

There are a number of options for the types of vehicles used, from more conventional buses to 'tram-bus' type vehicles offering high levels of comfort and convenience. Services would have a strong and distinctive branding. Facilities would provide easy boarding and simple onward connections, supported by high quality shelters and passenger information.

Other potential features

- Cross-town connections
- Mix of segregated / dedicated lanes, priority at junctions and running with general traffic
- High spec, accessible, low emission vehicles
- Scope for integration with future technological changes, such as autonomous vehicles
- Speedy boarding with convenient payment options
- 'Turn up and go' – services running at least every 10 mins
- Serving new developments

Mass Rapid Transit for Basingstoke

What are the potential MRT corridors?

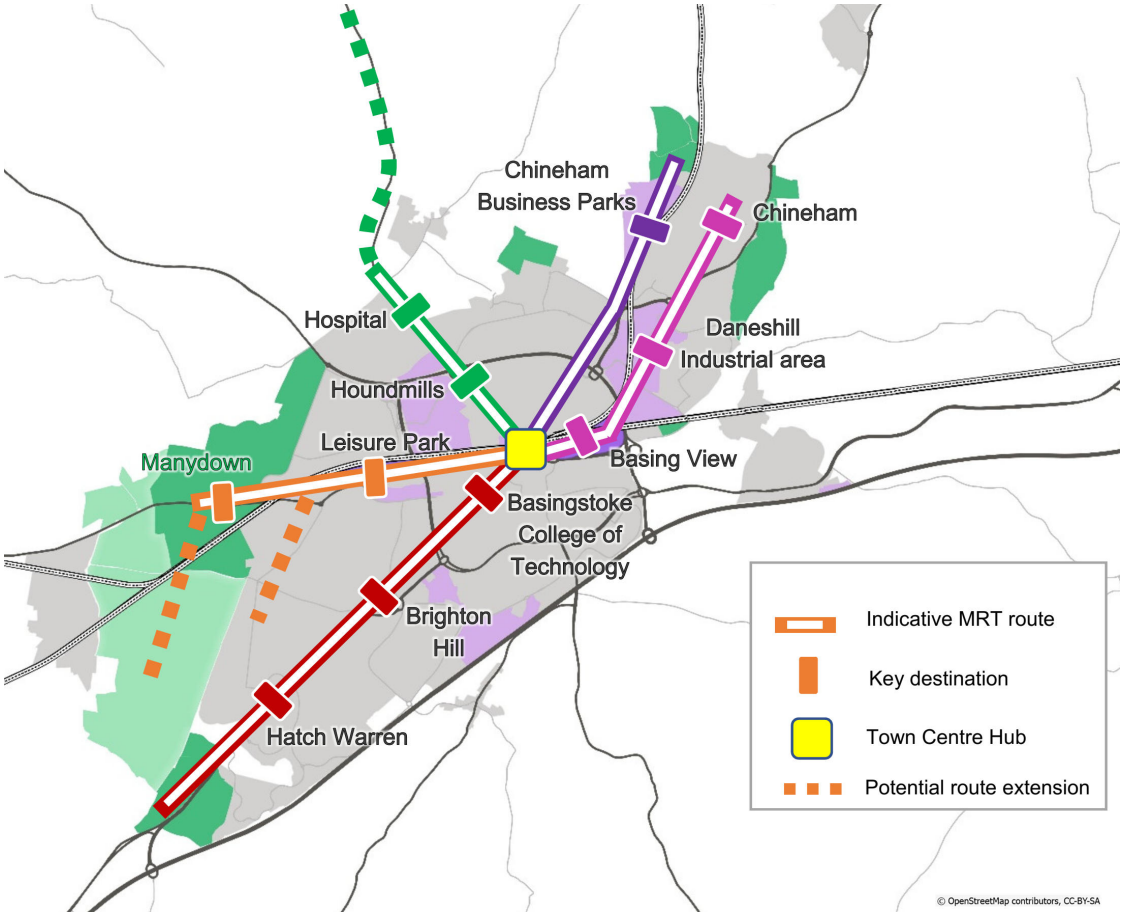
A western corridor could connect the town centre with the Leisure Park and Manydown (Phase 1) - with potential future extension to the wider Manydown site. The proposals to redevelop the Leisure Park could provide opportunities to support an MRT route.

A northern corridor could provide a connection to the Hospital, and also serve the Houndmills industrial area. The existing service 2 operates along this corridor, extending onwards to Tadley.

A north east corridor could connect the town centre with the Chineham Business Park and Hampshire Industrial Business Park and could support onward journeys from the station by public transport.

A further north east corridor could connect the key employment area of Basing View (where there are plans to significantly increase jobs), withe the further employment area at Daneshill and the residential area of Chineham.

A south west corridor could connect the town centre and residential areas such as Brighton Hill and Hatch Warren, as well as planned development towards M3 Junction 7 and the wider Manydown site.



Mass Rapid Transit for Basingstoke

What could MRT mean for you?

Without intervention, car journey times in Basingstoke will get longer and less reliable. Bus journey times, already uncompetitive with car, will continue to get longer. We think MRT could successfully address Basingstoke's challenges in the future by providing a genuine, attractive alternative to the car. This will encourage people to re-think the way they travel within, to and from Basingstoke.

The benefits of MRT could be widespread - from individuals, to communities, and to the town as a whole:

MRT could provide a range of potential benefits:

- Quicker and more reliable journeys by public transport
- Managing congestion and delays
- Improving access to jobs, healthcare and education
- Providing better value to passengers
- Less need to be reliant on the car for day to day travel
- Unlocking new housing sites and supporting regeneration
- Tackling air quality issues
- Fast, direct connections with rail services
- Raising Basingstoke's profile and attracting new businesses

What next?

Mass Rapid Transit would represent a significant investment and commitment. We would need to undertake further work to assess the feasibility and value for money of investment. This would also help to access potential funding opportunities.

The development of a MRT network would be phased over time and would grow and expand with the town.

Initial phases of MRT development might focus on the town centre, including interchange at the rail station, and connecting some of our key development opportunities such as Basing View, the Leisure Park and Manydown.

As proposals progress, consultation will be undertaken to provide opportunities to help to shape the project.

Feasibility work in the shorter-term will help us to to identify the potential type and scale of infrastructure, and also any key dependencies, such as land requirements. We may seek to safeguard land to ensure that it remains available to support potential longer-term implementation of MRT. This could be achieved through the update of the Local Plan.

Sources

This document was created by Hampshire County Council and Basingstoke and Deane Borough Council with reference to:

Images:

- Bristol metrobus
- Department for Infrastructure

Data Sources:

1. North Hampshire Transport Model – Reference Case traffic forecasts
2. Google Maps journey data based on Wed 10 Oct 2018, leave at 08:30)
3. 2011 Census - QS416EW Car or Van availability
4. An Economic Evaluation of Local Bus Infrastructure Schemes, KPMG, September 2015
5. Cambridgeshire Guided Busway Post-Opening User Research, Atkins, 2012

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Appendix 3 - Summary of responses to the consultation

This note should be read in conjunction with the Key Findings Report (Appendix 3), which has been prepared to summarise responses made to two Councils during the consultation on the draft Transport Strategy. It should be noted that individual respondents are not highlighted, but that responses made to the free-text comments have been summarised by section of the strategy with a note provided on any changes made.

Theme/page	Consultation Question	Issue	Response
Section One – Background to the Consultation pg. 6-8			
Section Two: Transport and Travel in Basingstoke pg. 11	Tell us what other issues the Basingstoke Transport Strategy should address	• Confusion in population statistic outlined compared to other planning documents • Rural and outlying areas are not covered well enough, both bus and car access • Air quality should be the primary or upgraded in focus • Better bus frequency and provision required in addition to cheaper fares • Commitment required to build the western bypass linking to the M3 • Needs to look beyond the scope of 2029 as well as the settlements outside of Basingstoke	• Population figure adjusted to provide clarity on what's included in the figure. • While the focus is on Basingstoke, it is recognised that the town must provide access for outlying areas and that the strategy complements the county-wide Local Transport Plan. • Further reference has been made to the need to consider air quality and ensure that transport does not impact on this • It is the intention of the strategy to secure a step change in public transport provision, including MRT. • This requirement was removed from the draft Local Plan through the examination process and a reference remains to this form of infrastructure in section six. • The strategy and associated future work including the Local Plan review will look at longer-term issues and will build on and develop the principles established in the strategy document.

		• Support the approach of promoting strategic links, particularly by rail to London and Heathrow as well as electrification to Reading	• Noted
Section Three: Emerging Priorities pg. 18-31	Are there any other priorities the Basingstoke Transport Strategy should support?	• Air quality should be the primary or upgraded in focus • Concern at the levels of new development • Possible impacts on older / younger people • Greater commitment required to western bypass and considered as part of comprehensive development in addition to links to Newbury • Should include access to education as well as homes and jobs	• Further reference has been made to the need to consider air quality and ensure that transport does not impact on this • Sites are allocated in the Adopted Local plan for future development and additional sites will need to be considered through a review of the Local Plan. • The strategy has been drafted to improve accessibility for all members of the community, taking into account the ageing population. This is referred to in the introductory sections. • Reference to a western bypass is made in section 6 as is proposed work to consider the A339 corridor in more detail • Access to schools is an integral component of the strategy, as is access to leisure and retail alongside homes and jobs.
Section Five: Emerging Themes pg. 18-27	Why does the concept of a Mass Rapid Transit system appeal to you?	• Improved reliability / frequency / quicker trips • Improved air quality • Forward thinking / modern approach • Will reduce reliance on private car use	• Noted • Noted • Noted • Noted

	Any alternative suggestions on improving transport?	• Improved public transport with better access to stations / services / reduced costs • Improved facilities for pedestrians and cyclists • Improved connections to major routes • Improving the A33 could result in Basingstoke becoming a dormitory town to Reading. The A33 should not be a through route, and focus should be via Bracknell / Hook • Approach should be more highway focussed with dualling of missing sections and with consideration of new stations, e.g. Oakley	• This is a key aspect of the strategy, albeit costs are determined by operators • This is addressed in theme four. • A series of improvements have been to key junctions to provide improved accessibility and dialogue will continue with neighbouring authorities and Highways England around more strategic links. • The proposed study into the A33 will consider the scope to improve the A33 in light of current and future demands, its scope will extend beyond the A33 to other route options. • The scope for new stations will be considered through associated work in the future, whilst it is recognised that the use of the car will still remain a key component of meeting longer-term travel needs.
	What concerns you about our approach?	• Need for walking / cycling improvements • Concern about the environmental impact • Concern about cost / potential waste of money	• Noted, this is addressed in theme four. • It is also proposed to review the Cycle Strategy • The service is intended to provide a better choice for travel and assist in reducing pollution • The service is intended to maintain / improve accessibility to the town centre in the future and investment will be necessary to ensure that this is the case. It is likely that external funding will be

		• Possible impact on other road users due to priority measures for MRT vehicles • Increased capacity of the road network should be a priority in the future	required to introduce this form of infrastructure. • At this stage, no detail is known about the routes and form of the infrastructure. However, maintaining capacity for all road users will be important to provide a choice of modes in the future. Further detail has been added to the MRT document to explain the type of measures that could be introduced. • To add
	If the Strategy is approved, what would be the impact on you / your family?	• Less reliant on the car / journeys easier • More likely to use public transport / cycle • Improved health / quality of life • Reduced congestion / shorter journeys	• Noted • Noted • Noted • Noted

Basingstoke Transport Strategy Consultation: Key Findings Report

February 2019

www.hants.gov.uk

Hampshire County Council

Basingstoke and Deane

In partnership with enterprise M3

Driving prosperity in the M3 corridor

Contents

Introduction

Context

Basingstoke and Deane Borough Council and Hampshire County Council are looking to improve how people travel throughout Basingstoke.

As the town grows and evolves, it is important that the right travel and transport infrastructure is in place, so Basingstoke can continue to prosper at the same time as offering an attractive and healthy place for people to live, work and visit.

A draft Transport Strategy has been developed which looks at several measures to improve transport and travel around Basingstoke, including:

- improving access to and within the town centre
- creating new developments which are well-planned and integrated with the existing transport network
- providing a step change in the quality of local public transport
- developing high-quality, priority, strategic walking and cycling corridors
- managing journey times and reliability
- maintaining strong strategic transport connections
- forward planning of the transport network to meet future needs.

An open consultation took place between 28 November 2018 and 28 January 2019. This offered an opportunity for residents, commuters, businesses and other stakeholders to share their views on the emerging Transport Strategy.

Consultation aims

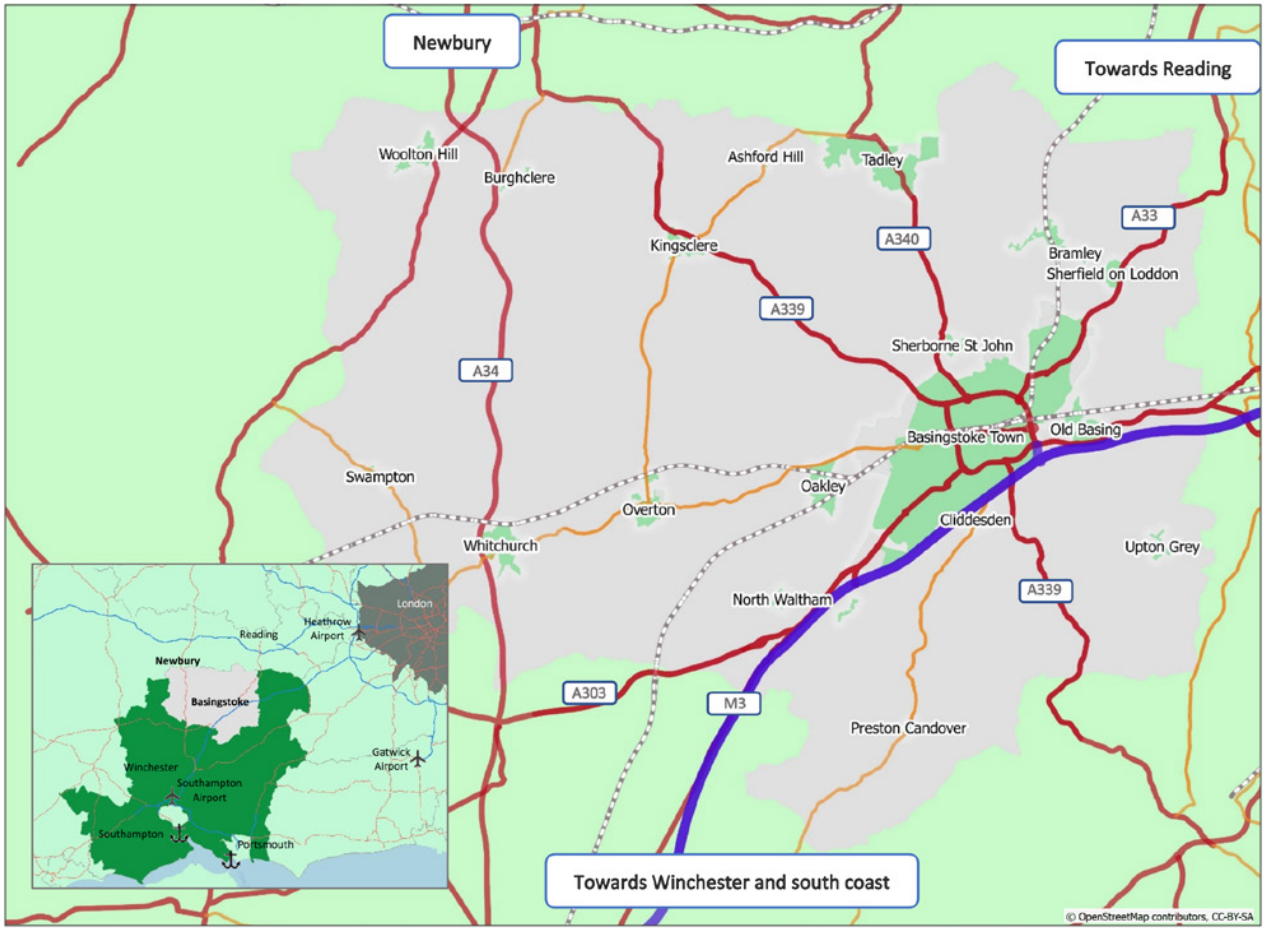
The consultation sought to understand:

- To what extent people identified with the issues highlighted in the Transport Strategy;
- If respondents felt there were additional issues that should be addressed in the Transport Strategy and what these issues were;
- How important the identified emerging priorities within the Transport Strategy were to people;
- If respondents felt there were any additional priorities that should be considered and what these priorities were;
- To what extent people agreed or disagreed with the emerging themes raised in the Transport Strategy, if they have any concerns with the approach and what these concerns were;
- What respondents felt were realistic alternative methods to using the car, and their views on the proposed Mass Rapid Transit system;
- If residents and stakeholders had any other suggestions for alternative approaches to the approach in the Transport Strategy;

- To what extent people agreed or disagreed that the Transport Strategy should plan for longer-term housing and jobs growth using suggested measures;
- The potential impact of implementing the proposed Transport Strategy.

Geographical scope

This consultation concerned travel and transport throughout the town of Basingstoke.



Publication of data

Data provided as part of this consultation will be treated in accordance with the UK Data Protection Regulations. Personal information will be used for analytical purposes only. The information collected as part of this consultation will be used by Hampshire County Council and Basingstoke and Deane Borough Council for analysis but will not be shared with any other third parties. All individuals' responses will be kept confidential. Responses from groups or organisations may be published in full. All data will be securely retained, and copies of responses stored for one year after the end of the consultation process, and then deleted by both councils.

More details on how Hampshire County Council holds personal information can be found at: www.hants.gov.uk/privacy.

Summary of Key Findings

Key Findings from consultation

Almost all respondents endorsed the proposed Transport Strategy priorities which were supporting: a high quality of life for people who live in, work in and visit Basingstoke; inclusive and accessible communities; and housing and employment growth and vibrancy.

The seven strategy themes were also well supported, with respondents particularly keen on options to integrate new developments with well-planned transport schemes.

Respondents identified with each of the issues raised in the Basingstoke Transport Strategy. Many were regular travellers within Basingstoke and were therefore well placed to understand local challenges. Respondents were most concerned about traffic congestion and delays, with almost everyone concerned with this to some extent.

Just under half of respondents put forward additional options for consideration with the most common suggestion being public transport improvements.

The need to improve public transport was a consistent theme throughout the consultation. A majority of respondents felt that a more reliable bus service would provide a realistic alternative to using their car for journeys around Basingstoke and almost half were in favour of implementing a Mass Rapid Transit system.

Most respondents recognised the need for the Transport Strategy to start planning for transport infrastructure to support the town beyond 2029 - in particular, this included ensuring that new opportunities enabled by the Strategy – such as the Mass Rapid Transit system – were fully future proofed.

106 comments were received from respondents reporting positive impacts of implementing the Transport Strategy, in contrast only 17 respondents reported perceived negative impacts of implementation. The main concern came from those in rural areas who felt that the Transport Strategy did not give enough consideration to their level of public transport access.

Variance of responses

Sample size by key demographics proved too small to draw any significant conclusions – however, generally there were no unexpected variances in response to the key questions from those who travelled for different purposes, or via different modes of transport. For example, those who cycled and walked around Basingstoke felt that the pedestrian/cycle provision was not consistent, whereas respondents who travelled using motor vehicles were most concerned about traffic congestion and delays. Supporting inclusive and accessible communities was important to most respondents regardless of their travel purpose.

For further reference a full breakdown of the key questions by reason for travel and mode of travel can be found in Appendix six.

Key Findings from the 'Basingstoke Transport Conversation' workshop

A key issue for businesses was attracting and retaining skilled workers, who were perceived as wanting an easy commute and a good level of access to facilities.

Concerns were raised over a lack of available commercial property and industrial land in Basingstoke. It was felt that improvements in transport links could help to unlock new space that could be logistically viable for businesses.

The majority of participants felt that improving walking and cycling would be much cheaper than any highway improvements and could see no down-sides to improving active transport provision. Active travel was a major focus throughout the workshop with many surprised at the low levels of cycling to work. Participants felt that cycling should be encouraged.

Responses to the consultation

There were **257** responses to the consultation which breaks down as follows:

- **224** were from individual respondents via the paper or online Response Form
- **14** were from an organisation, group or business via the paper Response Form or online questionnaire
- In addition, there were **19** 'unstructured' responses (email, letter) received by the consultation deadline. Of these **4** were from Parish Councils, **6** were from local groups, **1** from Highways England, **1** from a transport provider, **1** from a local business, **1** from land owners, **3** from members of the public and **2** from members of parliament
- Over **20** local interest groups, businesses and transport operators took part in a half-day workshop at The Ark conference venue on 9 January 2019.

The consultation was promoted by both Hampshire County Council and Basingstoke and Deane Borough Council via a range of channels, with interested parties directed primarily to the County Council's website where an Information Pack and Response Form were made available to view, print, and download.

Basingstoke and Deane Borough Council contacted all staff, members, parish councils, key officers and businesses within their database via email to inform them of the consultation. Information was displayed in car parks around Basingstoke. Information Packs and Response Forms were available from the Basingstoke and Deane Borough Council reception, in libraries and in the bus and railway station. The consultation was also promoted via the council website and on Twitter. It also featured in the Basingstoke and Deane Today - a newsletter disseminated to all households - and also in local newspapers, such as the Basingstoke Gazette and Basingstoke Observer.

Meetings were held with South Western Action Group and various Town Centre representatives e.g. BID, Festival Place and Anvil Arts. Consideration was given at the Economic, Planning and Housing Committee and it also featured at a Borough Business Partnership meeting. In addition, a 'Basingstoke Transport Conversation' workshop was held at The Ark conference venue on 9 January 2019, with representation from over 20 local interest groups, businesses and transport operators (a summary of key points arising from this event is included within this report).

Hampshire County Council promoted the consultation via social media channels such as: Facebook, LinkedIn and Twitter. Two press releases were issued encouraging people to respond to the consultation, these press releases achieved 13 pieces of coverage in the local newspapers, the majority of these features were positive, with one neutral in tone.

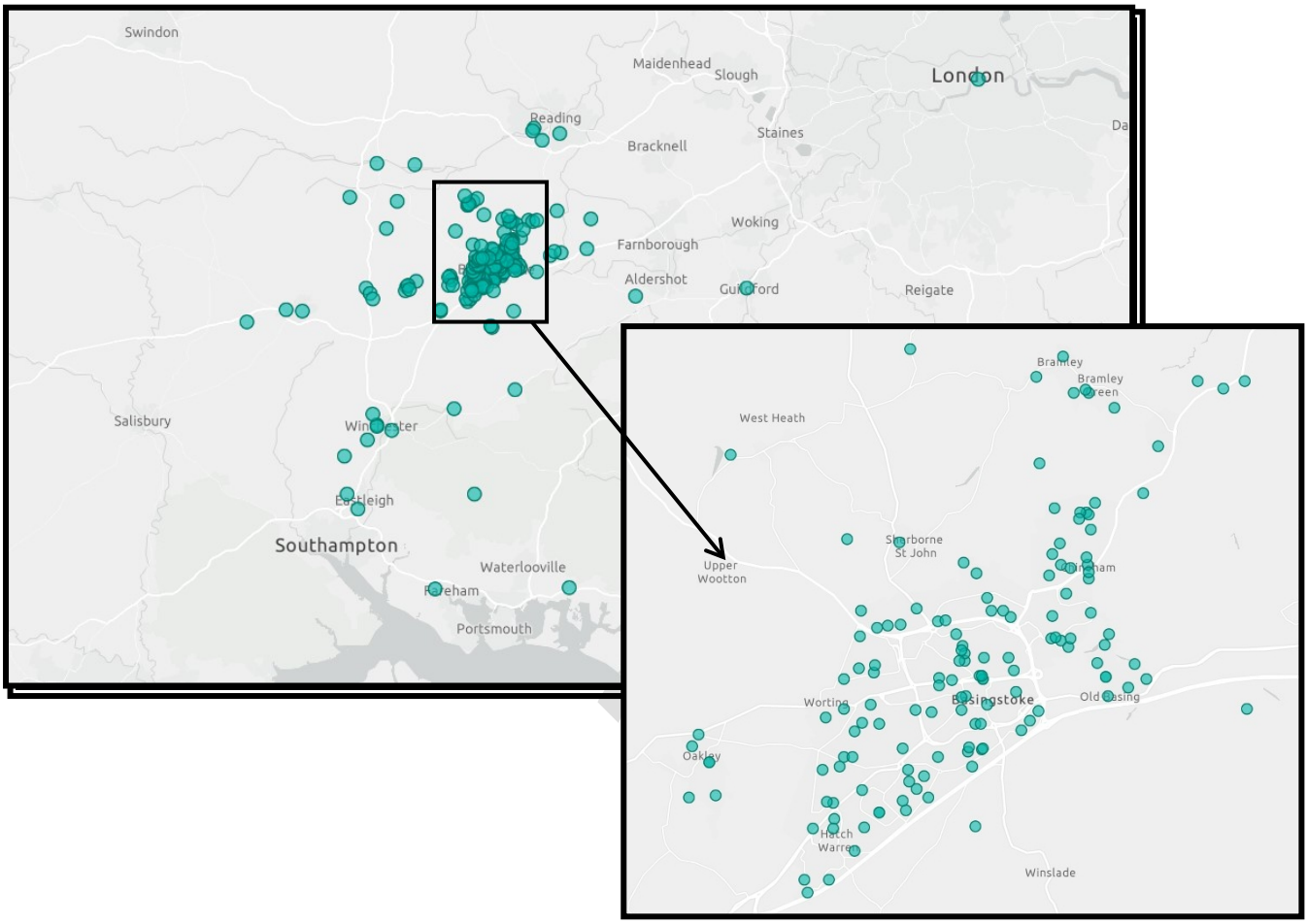
The consultation was also promoted to Hampshire County Council employees via Hantsnet, this received 863 unique page views. Promotional features were visible on the plasma screens within EII Court reception for both staff and visitors to see regularly during

the consultation period. It was also included in the regular e-newsletter sent to circa 240 Parish Councils in Hampshire.

Further information is available in the Appendices.

Geographic scope of responses

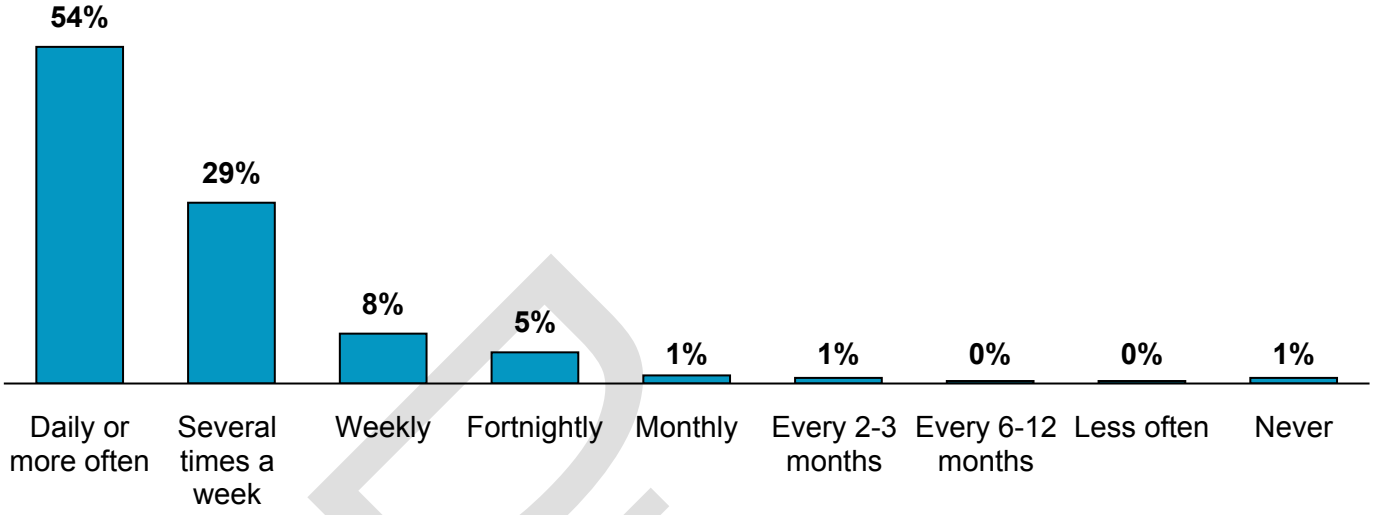
219 personal or organisational postcodes were given, with the large majority of responses coming from within Basingstoke. Responses were received as far north as London and as far south as Fareham. Many responses were also received from Winchester, Eastleigh and Reading.



Respondents experiences of travelling into and around Basingstoke

Over 90% of respondents travelled into or around Basingstoke at least once a week, with the majority travelling on a daily basis, implying that they have a good knowledge of the area and the potential travel problems it faces.

How often do you tend to travel into or around Basingstoke? (Base: 224)

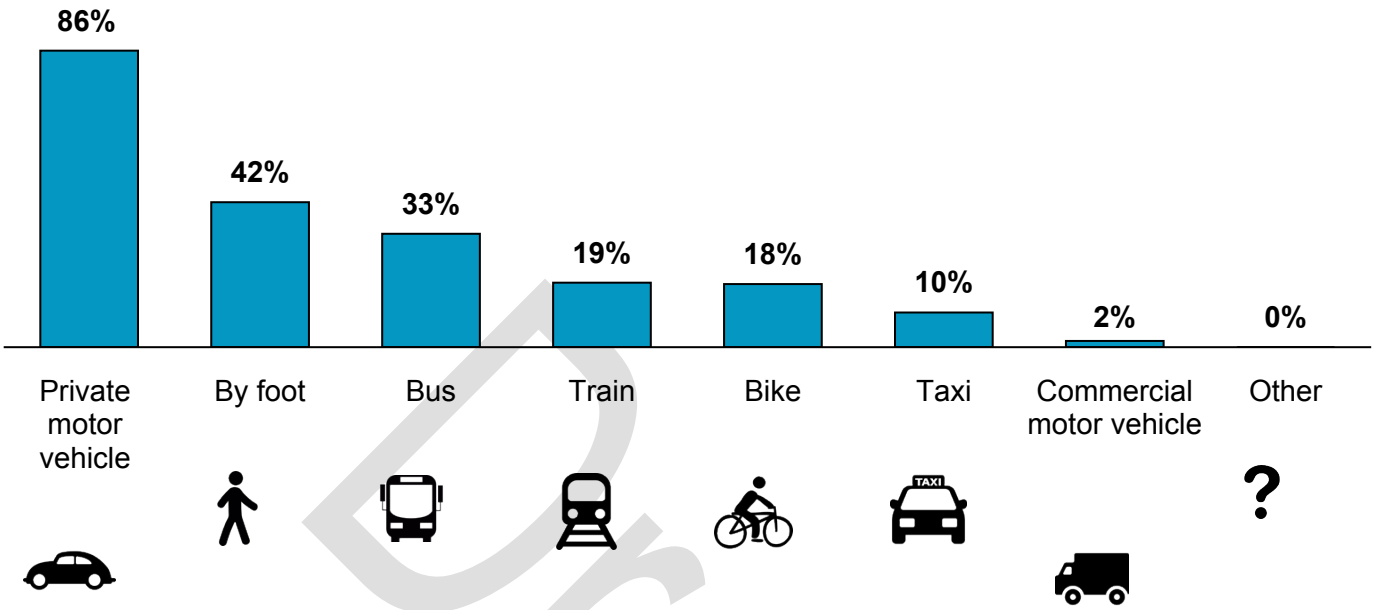


Respondents had experience of travelling into and around Basingstoke at both peak and off-peak times, with weekends the most common time of travel. Week day lunch times (12:00 - 14:00) were the least travelled period, with only one in five respondents travelling during these hours.

When do you usually travel into or around Basingstoke? (Base: 221, multi-code)

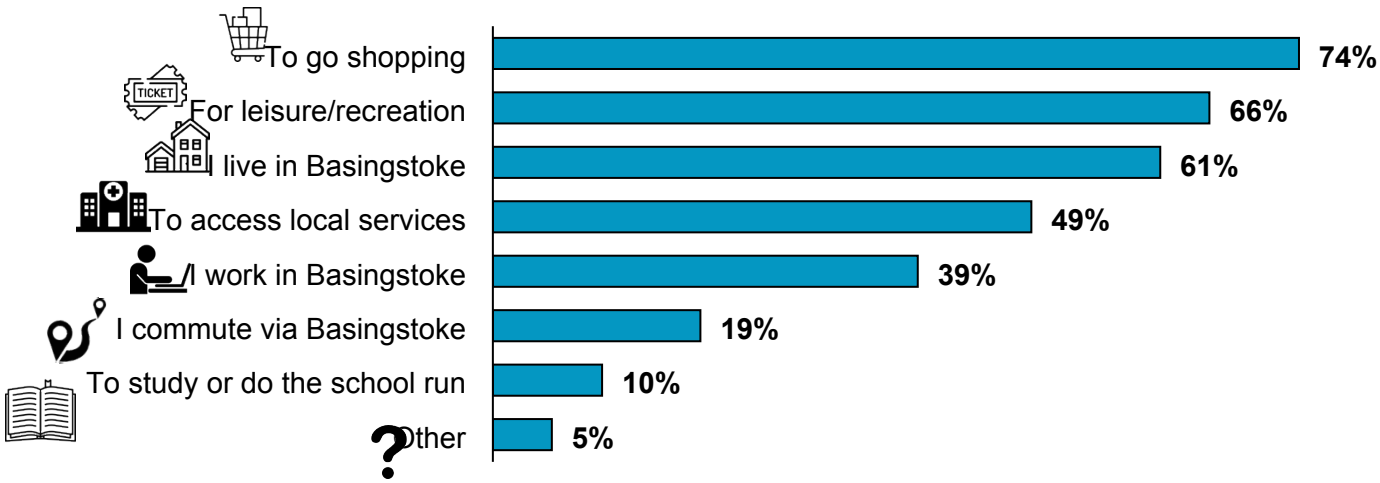
The vast majority of respondents travelled into or around Basingstoke using a private motor vehicle e.g. car or motorbike. Walking proved to be the second most popular choice of travel mode amongst respondents. One third of respondents used buses and two in ten used the train or cycled.

How do you usually travel into or around Basingstoke? (Base: 220, multi-code)



Almost three quarters of respondents accessed Basingstoke for shopping purposes, and two thirds for leisure and recreational facilities, reflecting the high number of respondents who use the town during the weekend. Over three in five respondents were living within the area, suggesting a good level of knowledge and experience of the town. Just under half travelled into Basingstoke to access local services and over one third worked in the area.

For what reasons do you come into, or travel around Basingstoke? (Base: 221, multi-code)



Respondents views on the issues identified in the Basingstoke Transport Strategy

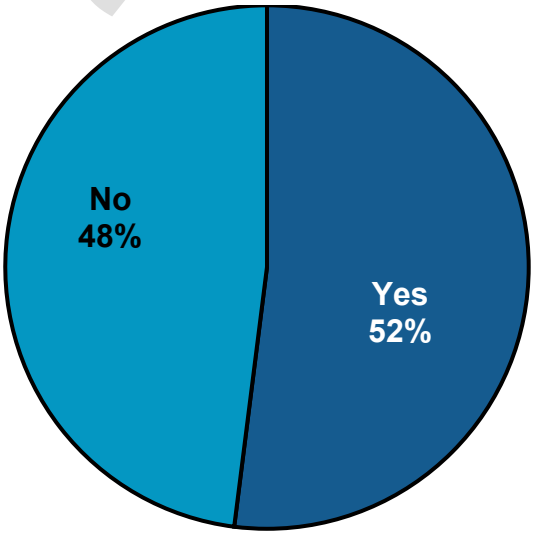
Respondents identified with each of the issues raised in the Basingstoke Transport Strategy. Of most concern were traffic congestion and delays and that public transport was unable to provide a viable alternative to the car.

To what extent do the issues we have identified concern you? (Base: 237)

	Level of concern
	93%
	83%
	79%
	77%
	70%

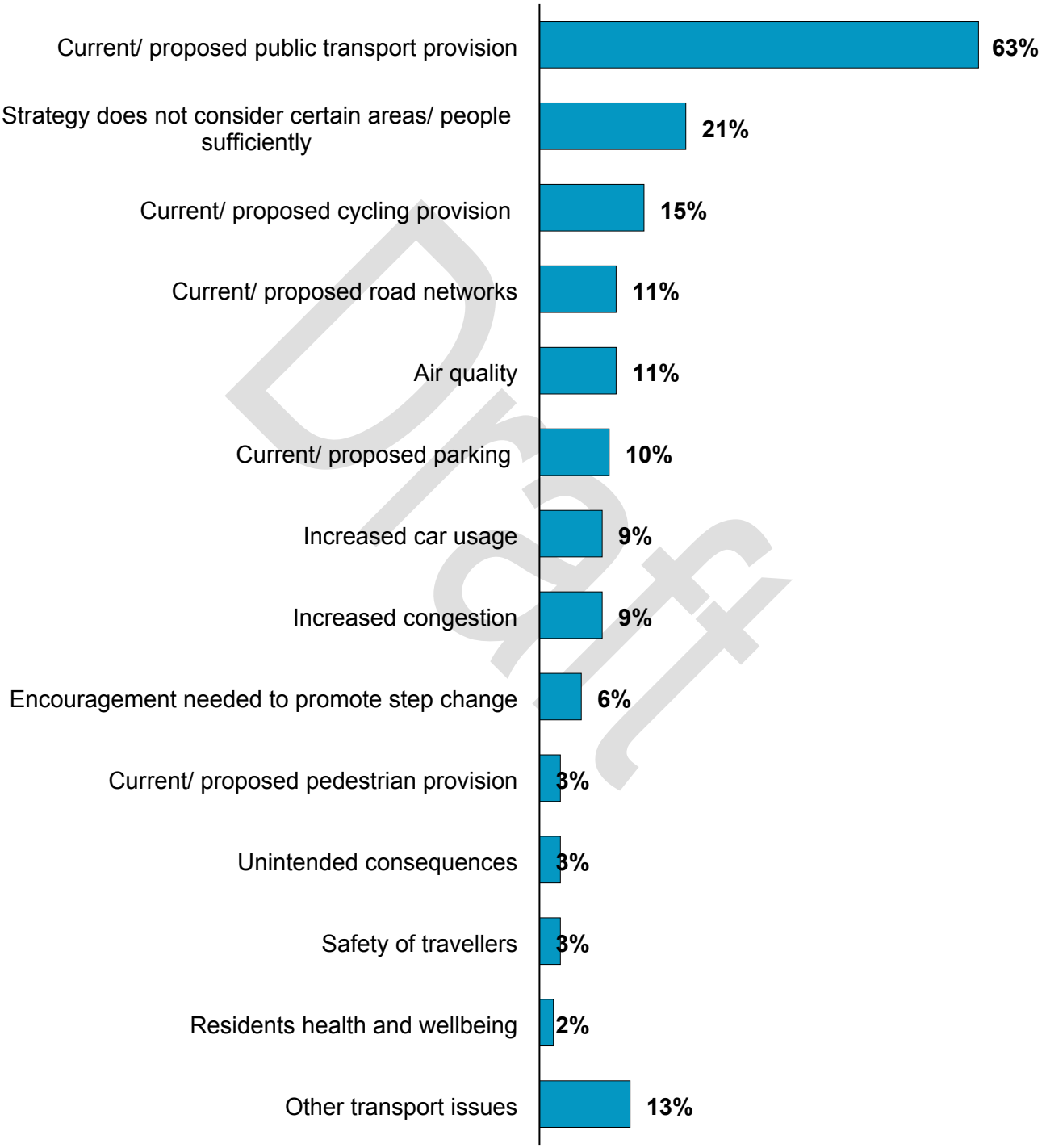
Respondents were almost equally divided as to whether the Basingstoke Transport Strategy had identified all the pertinent issues affecting travel in Basingstoke. Just under half put forward additional options for consideration.

Are there any other transport issues that you feel the Basingstoke Transport Strategy should address? (Base: 218)



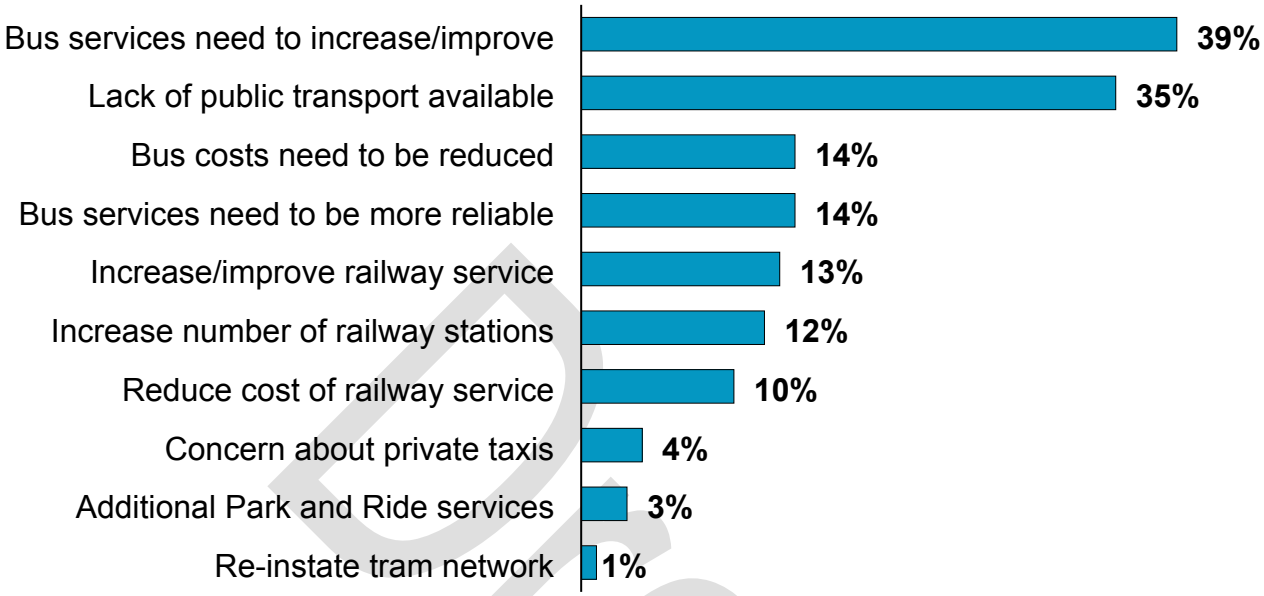
Most additional transport issues provided related to the current or proposed level, and standard, of public transport. Concerns that the Transport Strategy needed to be more considerate of particular areas or groups of people also came up frequently, with some feeling overlooked with regards to the public transport available to them.

What other transport issues do you feel the Basingstoke Transport Strategy should address? Verbatim comments (Base: 110, multi-code)



Improving or increasing bus services was the most common issue respondents wanted the Transport Strategy to address. Over one third of those who gave ideas felt that there was insufficient public transport available. Bus services were prioritised over any other form of public transport with almost one sixth of respondents of the view that the costs of these should be reduced, and the services made more reliable.

Current/ proposed public transport provision - verbatim comments (Base: 69, multi-code)



The most common suggestion by those who stated issues with the current/ proposed public advocated improvements to local bus services, mainly by increasing the frequency and the availability of current services.

"I work in London, so have to get the train - the train at peak times is both very expensive and very crowded. I'm tied to living within walking distance of the train station - bus would not be an option as they're not frequent or reliable enough, and it would further add to my transport costs."

"Recognising that travel by private car for commuters is in most case the only viable option due to transport links lacking to commuters' residences."

"A lot of houses are being built around Chineham so a new railway station next to Sherfield Park is needed urgently."

"Reduce cost of transport - private (car parking) and public (train season tickets and bus ticketing)."

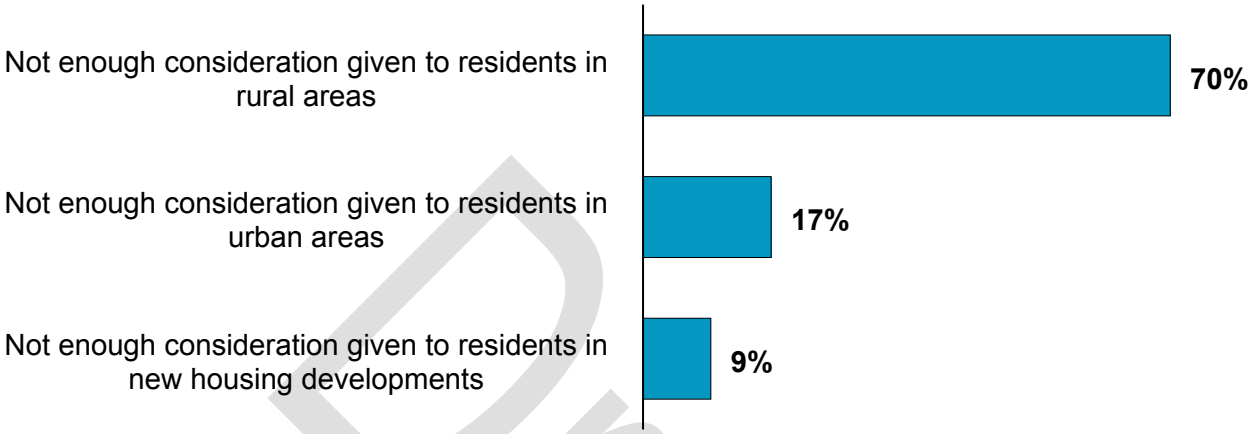
"Bus prices, reliability and expense! If you want to follow the green agenda, you need to tackle this in Basingstoke."

"Lack of buses from Old Basing and Lychpit."

(69 comments were received about improving public transport)

Respondents who felt that the Basingstoke Transport Strategy had not given enough consideration to the surrounding villages and outlying areas, reported feeling penalised by the perceived impacts the implementation could have. Many respondents felt that residents living in rural areas were not served well by public transport and that this would not be improved by the Strategy, which focused on improving transport in areas that already have sufficient services.

Strategy does not consider certain areas/ people sufficiently - verbatim comments (Base: 23, multi-code)



"The No 15 bus has been cut in the South View Area. I can see that people think that it doesn't matter because it is so close to town but there are a lot of elderly folk in sheltered housing who rely on the bus to come back up the hill from town."

"Locales such as Brighton Hill (No. 1 bus) and South Ham (No.3 bus) have a service akin to inner London whereas Lychpit (and Chineham after 7pm) has a service comparable to off the beaten track villages when they are 2-3 miles from the town centre."

"There is little cohesive strategy for the wider Borough and for residents of places like Whitchurch who require sustainable links to Andover, Newbury and Winchester."

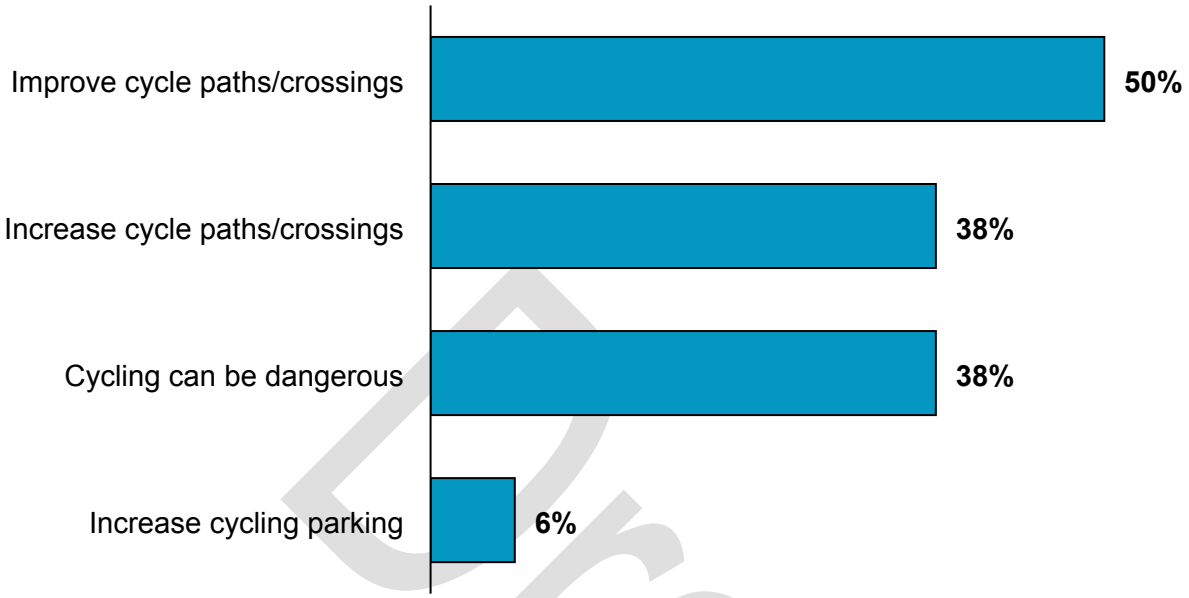
"Local bus services in rural areas. These are worsening in terms of service and provision and feel these should have better investment."

"So many houses have been or are being built along the A33 between Chineham and Sherfield on Loddon that introducing one bus every 2 hours (route 14) from next year is just ridiculous."

(23 comments were received about penalising areas/ groups of people)

Respondents who felt that current issues with cycle paths and crossings were not fully addressed within the emerging Strategy requested further enhancements to improve and increase local provision. It was felt that these would help address safety concerns.

Current/ proposed cycling provision - verbatim comments (Base: 16, multi-code)



"More cycle parking at Basingstoke, Overton and Whitchurch stations would be welcomed."

"Not only is cycling provision not consistent, it is not sufficient - by a long way."

"Cycle/walking routes could be improved, main problem is people are not aware of them. Basingstoke road network is very 'cycle unfriendly'."

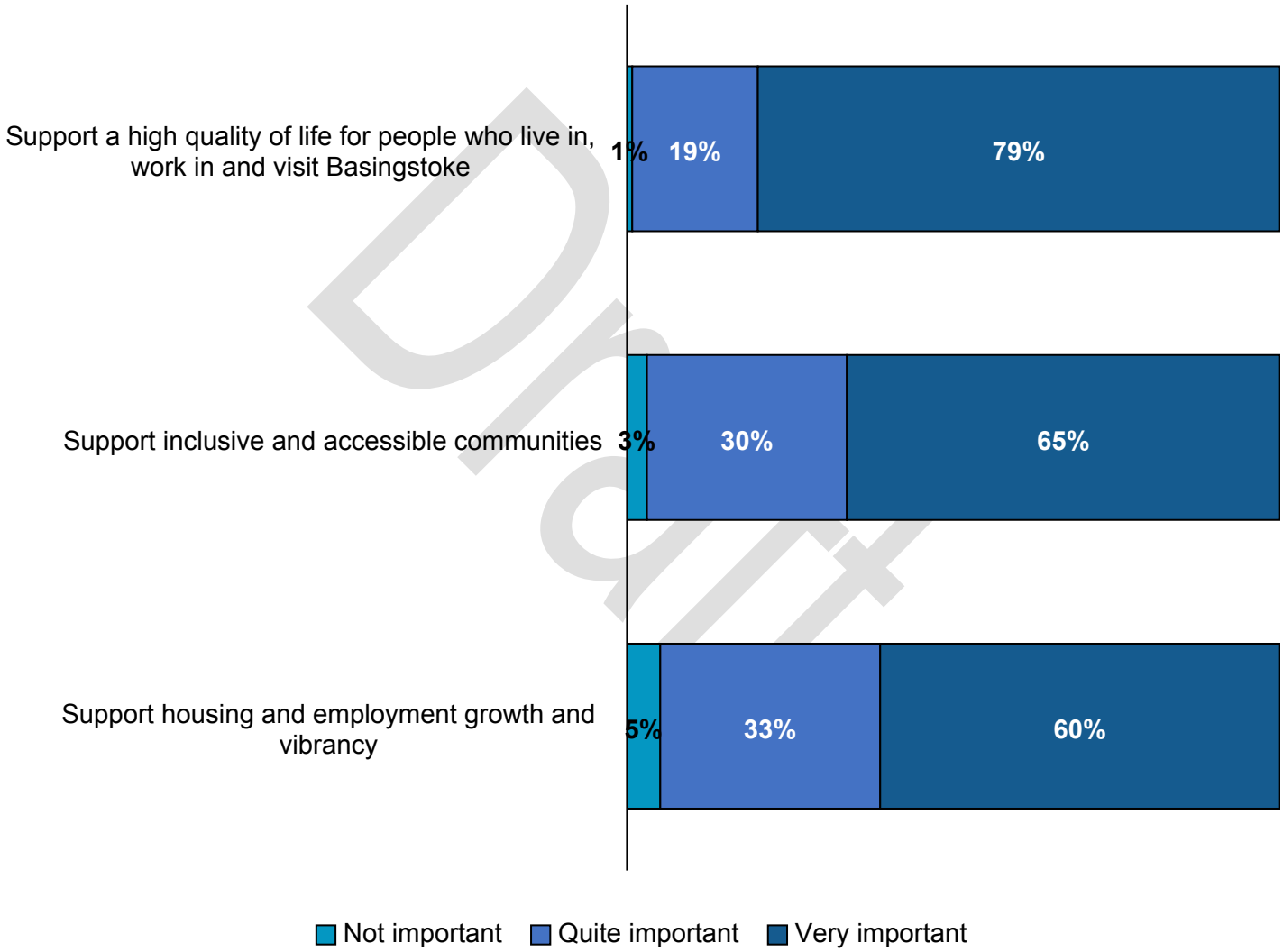
"I feel outlying areas like Oakley, Sherborne St. John, Bramley plus areas in between Bramley and Basingstoke should be integrated with cycle lanes. There is nothing at all to ensure safe passage for local cyclists from these villages into town, which I believe is necessary."

(16 comments were received about improving cycle networks)

Respondents views on the emerging priorities in the Basingstoke Transport Strategy

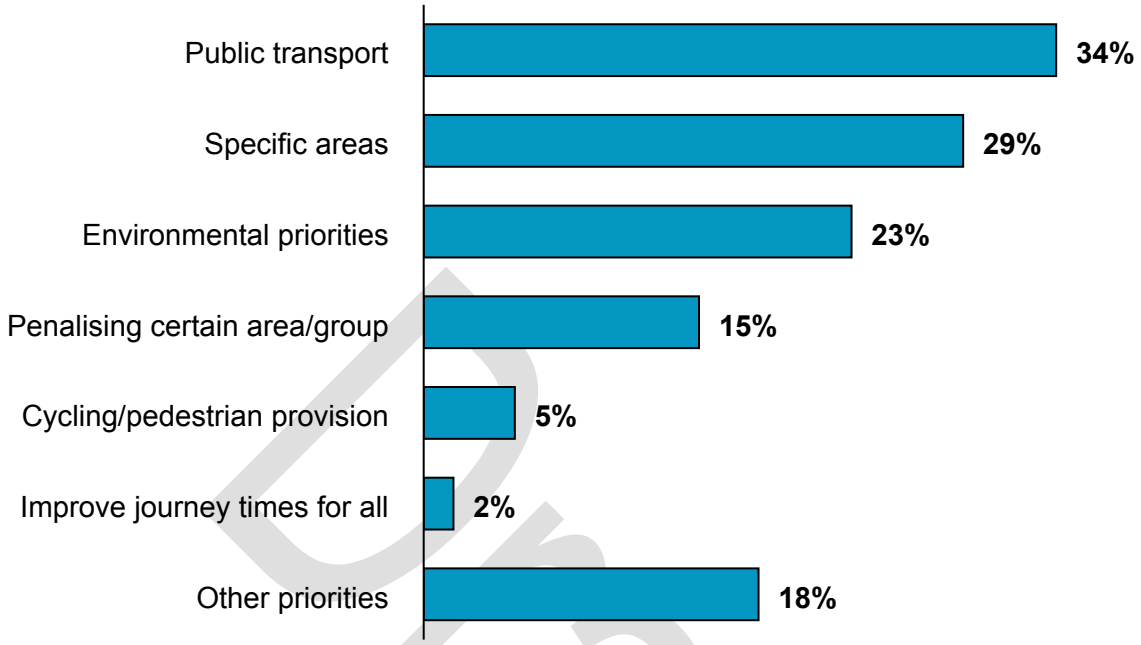
All three of the proposed Transport Strategy priorities resonated well with respondents – with almost all in agreement that supporting a high quality of life, supporting inclusive and accessible communities and supporting housing and employment growth were important.

How important is it the Transport Strategy aims to…? (Base: 234)



Respondents also identified further priorities that they felt the Basingstoke Transport Strategy should support. Over one third of their suggestions related to public transport - suggesting that those accessing the town feel more could be done to improve the current transport available.

Are there any other priorities that the Transport Strategy should support?
Verbatim comments (Base: 62, multi-code)



A large number of suggestions relating to public transport focused on improving public transport services, mainly by increasing the frequency or reliability of current provision. Many respondents detailed particular 'pinch points' that they felt should be addressed e.g. the A33. Almost a quarter felt that environmental priorities, such as improving air pollution needed more attention than was given in the emerging Strategy.

"Air pollution is a public health issue. Much of our air pollution is caused by transport. Air quality and health improvement must be primary objectives of the transport strategy."

"Reducing urban congestion by removing/minimising through traffic - particularly on the east side of town around the A33 corridor."

"We would like to see more encouragement to use public transport in order to reduce emissions and the use of carbon fuels, by making it accessible and affordable to all."

"In order to support a high quality of life for people who live in, work in and visit Basingstoke there has to be transport provision for all, particularly late into the evening and Sundays. People should not be penalised for living in a certain area of Basingstoke."

(62 comments were received about additional priorities)

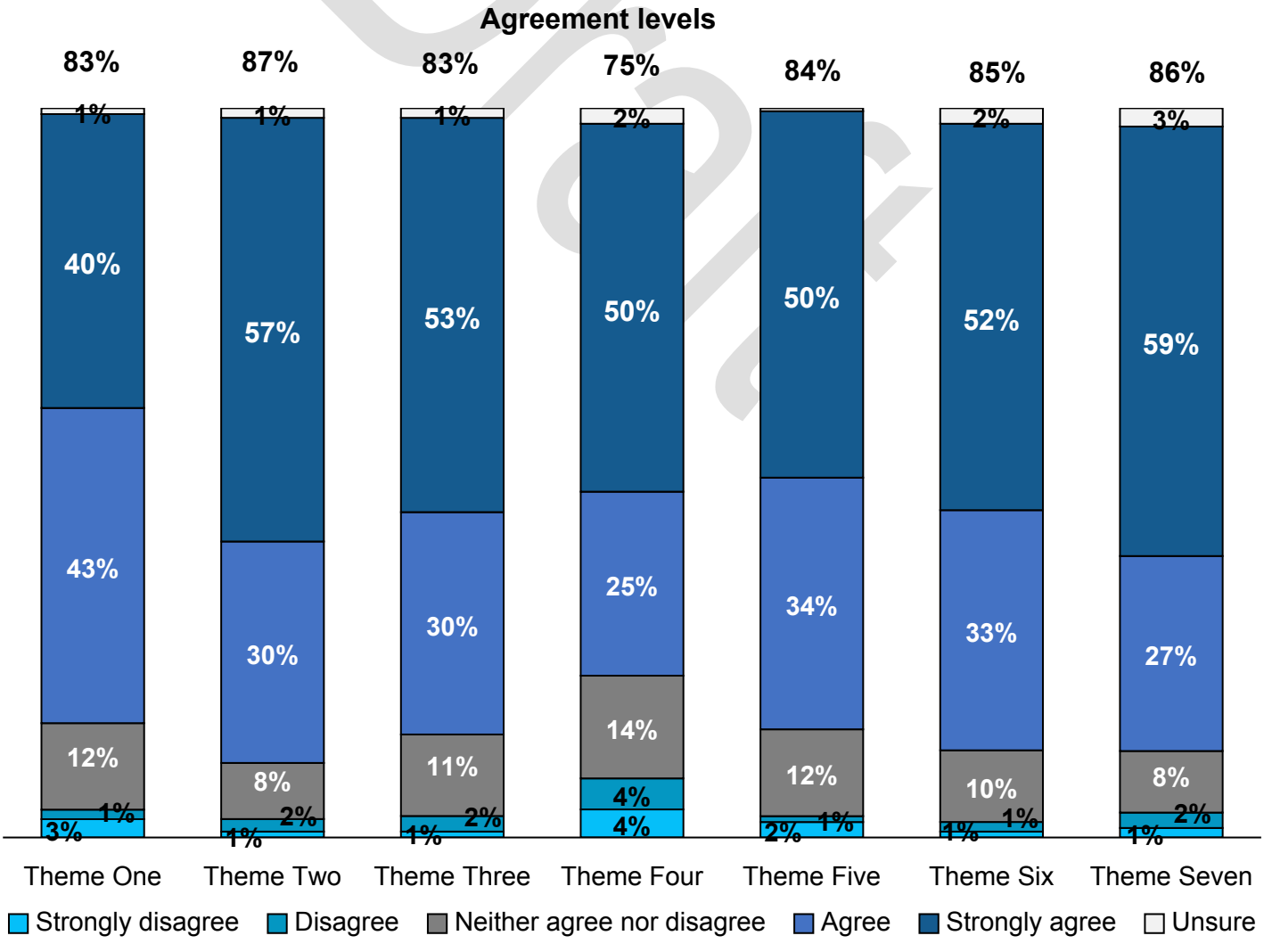
Respondents' views on the emerging Basingstoke Transport Strategy themes

The seven themes identified in the emerging Basingstoke Transport Strategy were:

- theme one: improving access to and within the town centre
- theme two: integrating new developments with well planned transport schemes
- theme three: providing a step change in the quality of local public transport
- theme four: developing priority strategic walking and cycling corridors
- theme five: managing journey times and reliability on key routes
- theme six: maintaining Basingstoke's strong strategic transport connections
- theme seven: future proofing of the transport network

The measures proposed to address these themes all received strong support from respondents, with even the least supported – developing priority strategic walking and cycling corridors – achieving 75% agreement. Options for integrating new developments with well planned transport schemes received the most support.

To what extent do you agree or disagree with our proposed measures for? (Base: 237)



Only a small handful of respondents expressed any concern with the approach presented in the Basingstoke Transport Strategy. The majority of these related to cycling and walking provision, specifically expanding the networks beyond the proposed measures. Other areas of concern were the potential for negative environmental impacts and funding issues. Others had concerns about poor air quality and the impact this may have.

Please tell us what concerns you about our approach. Verbatim comments (Base: 16, multi-code)

*

"The Council needs to be much more radical in discouraging car use and encouraging cycle use."

"Does not address the environment and will not be adequately resourced."

"Walking and cycling are already well provided for, with cycling lanes not used as cycles remain on roads - so not worth wasting more money on dedicated cycle lanes."

"These are not transportation options I use or are workable for me in the Basingstoke area."

"Your proposals do nothing for the poor links we have with the town centre from North of the station. The pedestrian route into town down Vyne Road is not satisfactory."

"Cycle ways are not being thought out properly. The latest cycle way implementation on the Harrow Way has made me give up cycling altogether due to the danger it poses."

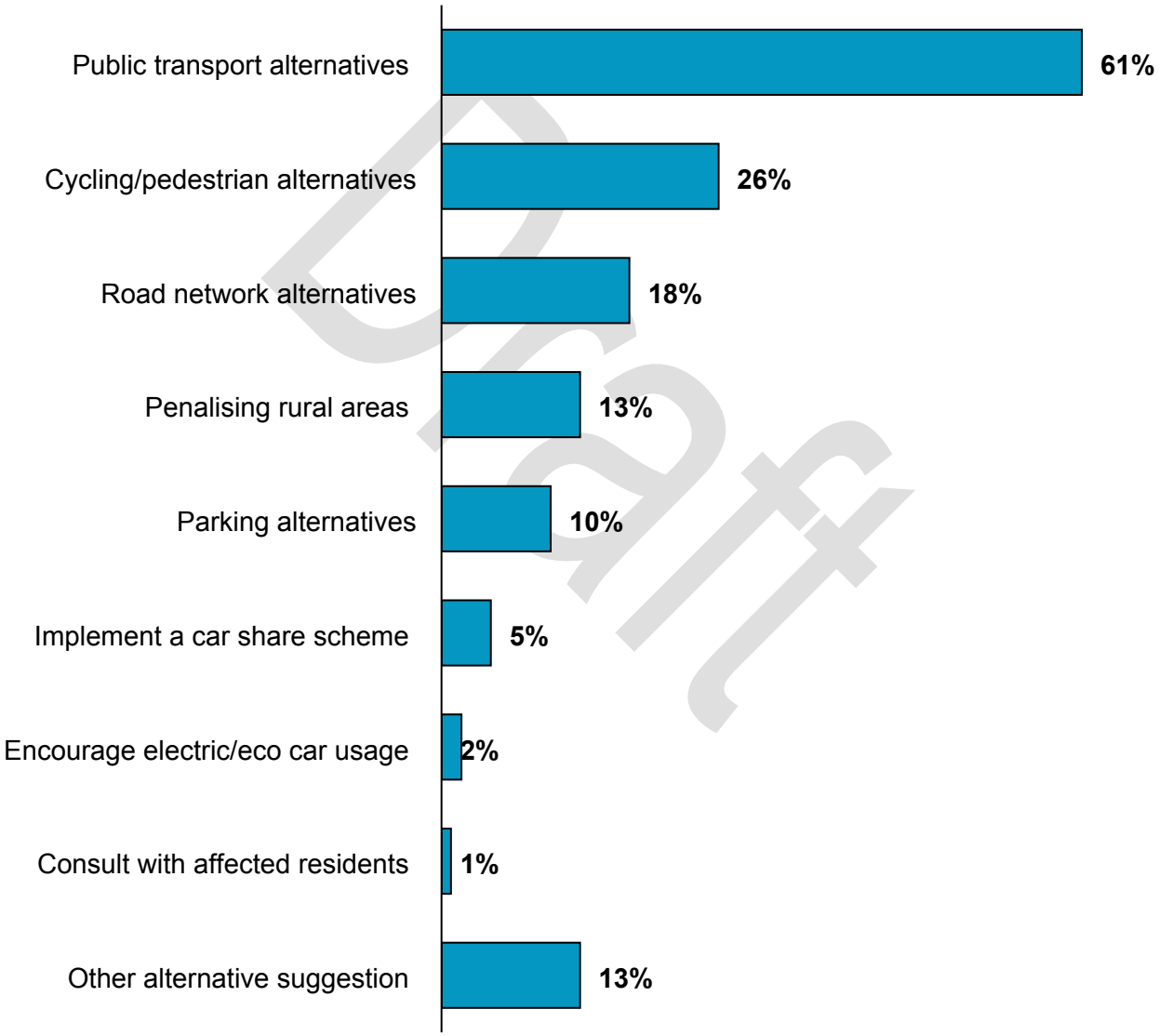
(16 comments expressed concerns with the proposed approach)

**Those residing within rural areas and new housing developments*

Alternative suggestions to improve transport and travel in Basingstoke

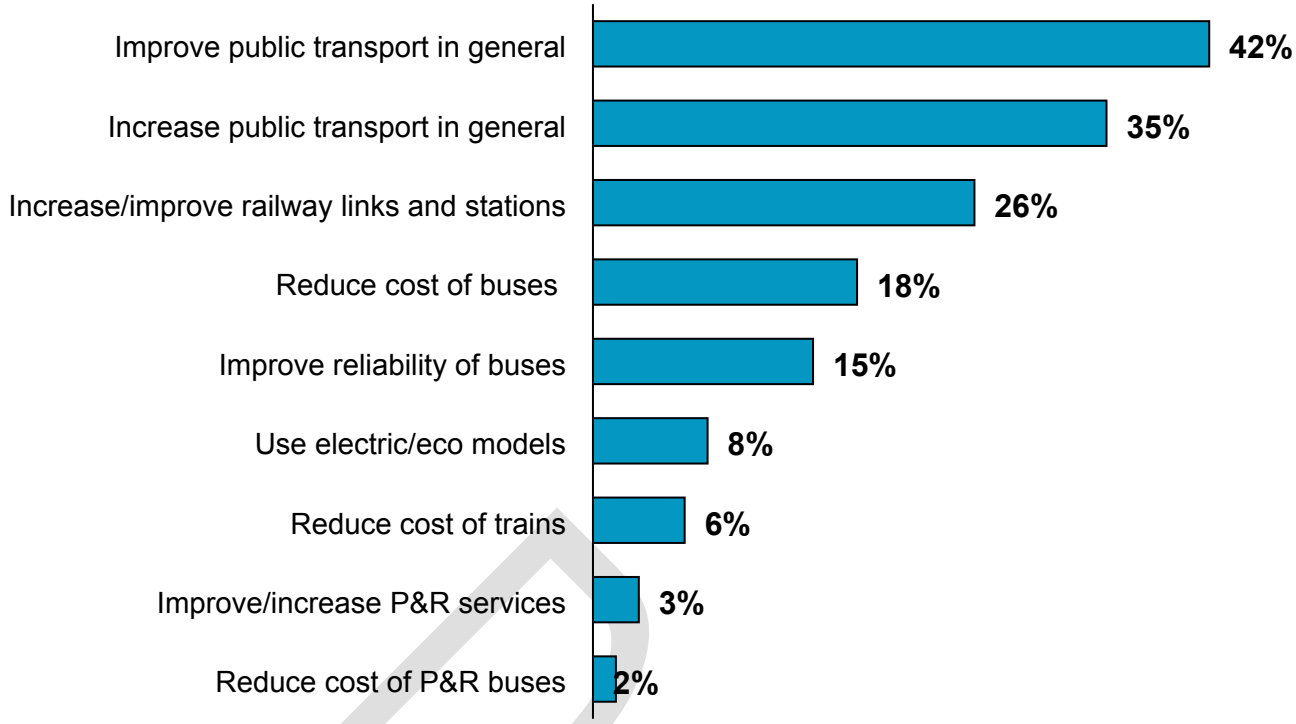
Over 100 respondents gave alternative suggestions for improving transport and travel that, with the majority focusing on improvements to public transport. Over a quarter felt that improvements could be made to the cycling and pedestrian networks within the town. Other suggestions included: changes to the road networks, ensuring rural areas were not being negatively impacted and ideas to improve parking in Basingstoke.

Please provide any alternative suggestions as to how we could improve transport and travel in Basingstoke. Verbatim comments (Base: 107, multi-code)



Respondents who focused on public transport alternatives were mostly seeking general service improvements or an increase in service frequency. Over a quarter made more specific suggestions relating to increasing or improving railway links and stations.

Public transport alternatives - verbatim comments (Base: 65, multi-code)



"Reliability of the schedule is why I rarely use the bus service, fix this and usage will improve. Make it cheaper to use the bus, especially the park and ride, than cars - without pricing those who need to park in town out of the idea."

"Car share, smaller more frequent buses - higher profile of what is already available. Discounts for business users, discounts on season tickets."

"Electric buses and additional train stations e.g. Chineham, Oakley, Manydown."

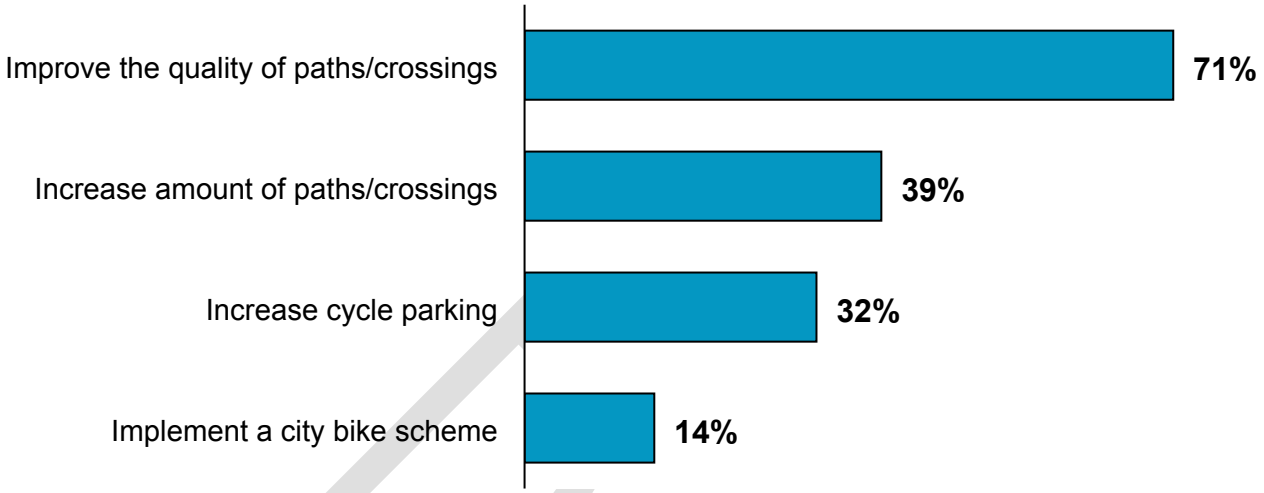
"The bus service in outlying villages has deteriorated massively over the last 25 years. Poor services have led to a reduction in provision. This in turn has led to even less usage. It is self-perpetuating and should be addressed."

"A lot of traffic comes into Basingstoke from the west. It would help the traffic flow if there was some sort of 'park and ride' in the Oakley area."

(65 comments were received giving alternative suggestions to improve public transport)

Respondents who would like the Strategy to include additional cycling or pedestrian provision primarily focused on improving the quality of the pathways, in particular repairing the current surfaces of the networks.

Cycling/ pedestrian alternatives - verbatim comments (Base: 28, multi-code)



Many respondents felt that improving cycle pathways would make cycling/ walking more appealing to residents. Expanding the networks available also proved popular amongst respondents who gave alternative suggestions.

"Better, safer, cycle routes across the whole of Basingstoke."

"More cycle paths, linked cycle paths, at the moment some of them just seem to stop and don't link from one side of Basingstoke to the other."

"Please, please make cycling safer without compromising its convenience (e.g. indirect routes are nowhere near as good as segregated cycle lanes on direct routes)."

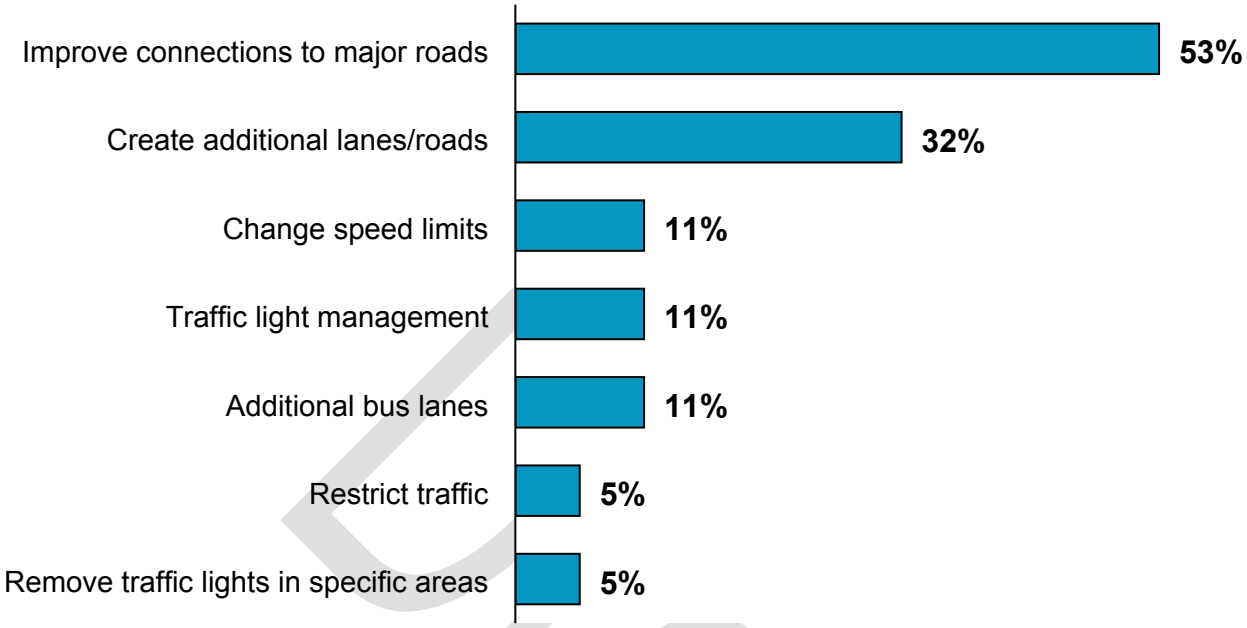
"Make footpaths more appealing (i.e. fewer dark underpasses) and have a bike hire scheme."

"When I travel by bicycle a use National Cycle Route 23 which takes me through Eastrop Park. The cycle infrastructure in Basing View is pitiful. I have to be extremely careful when cycling from the office in the dark as the 30mph limit on the business park is ignored and unenforced, and unfortunately because few people cycle to work the car drivers do not expect cyclists on the road. Even walking to Waitrose at lunchtime is hazardous due to vehicles driving at 40+ and 50 mph. I think the whole park needs an enforced 20mph limit and new cycle paths separated from the road."

(28 comments were received giving alternative suggestions to improve cycle provision)

Over half of the respondents who suggested improvements to road networks felt that connections to major roads should be improved. Almost one third suggested creating additional lanes or roads to those proposed in the Transport Strategy. The majority focused on improving connections to the major roads in and out of the town.

Road networks - verbatim comments (Base: 19, multi-code)



"Build an outer ring road to remove more traffic from going through the town i.e. Hatch Warren to A340 and A339. The 'town centre' is nowhere near the centre of Basingstoke now, let alone once the new housing estates in the Local Plan are built. Why is everything focused on going through the existing road network which can't be widened?"

"Strengthening the A339 route into Basingstoke."

"Reinstate the western bypass scheme this will divert traffic from the Kempshott and Brighton Hill roundabouts."

"Make public transport more attractive by adding more bus lanes and bus priority at traffic signals in key locations."

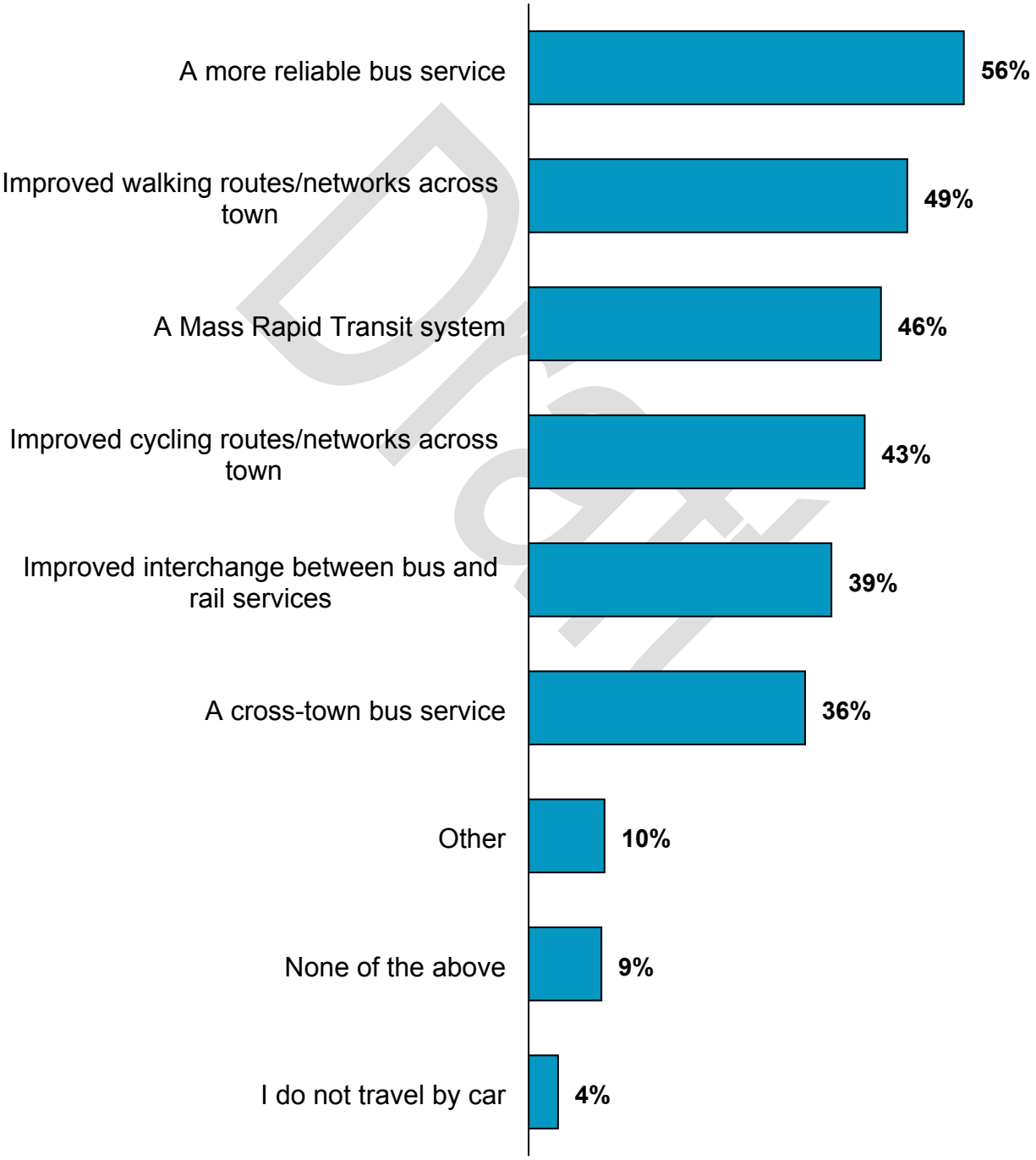
"As mentioned stop adding traffic lights at every roundabout and squeezing lanes on roundabouts which are difficult to manoeuvre and confuse drivers."

(19 comments were received giving alternative suggestions to improve road networks)

Options for encouraging sustainable transport

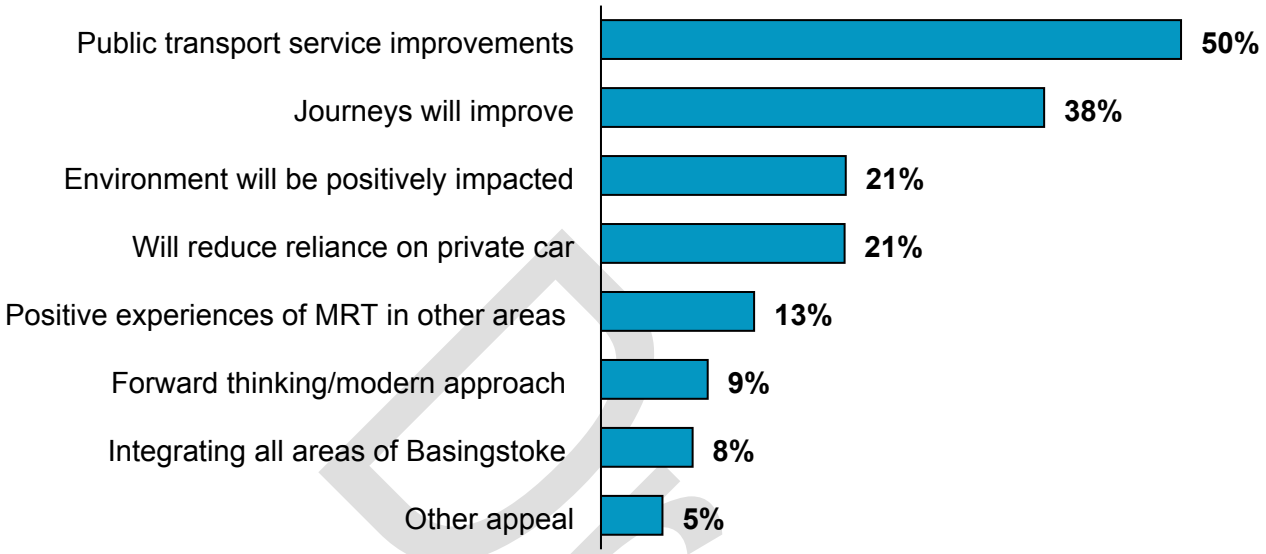
The majority of respondents felt that a more reliable bus service would provide them with a realistic alternative to using their car, although almost half felt that improving the walking networks across Basingstoke would lead to the same outcome.

Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke? (Base: 236, multi-code)



Of the 77 respondents who gave reasons in support of the Mass Rapid Transit system, half felt it would improve public transport services and a significant minority believed that their journeys in general would improve as a result. One in five said they would expect to see positive impacts on the environment, and the same number of hoped it would reduce reliance on private cars.

Why does the concept of a Mass Rapid Transit system appeal to you? Verbatim comments (Base: 77, multi-code)



Many respondents focused on the proven efficiencies arising from the introduction of an MRT system – most notably quicker and easier access into and around Basingstoke.

"Makes sense to plan ahead and use a system that has been used in many other places and is proven to work. Parking charges are steadily increasing so any improvements to help and encourage people to use public transport are welcome."

"Been successful in other areas where they have been introduced. Will encourage a modal shift, be greener than existing buses, reduce travel time, be attractive to residents, link areas of the town with scope to extend as the Borough grows. It would demonstrate real commitment to improve transport."

"Having faster, more reliable access to the town centre and train station could take a lot of stress out of my commute."

"Quick, efficient, environmentally-friendly."

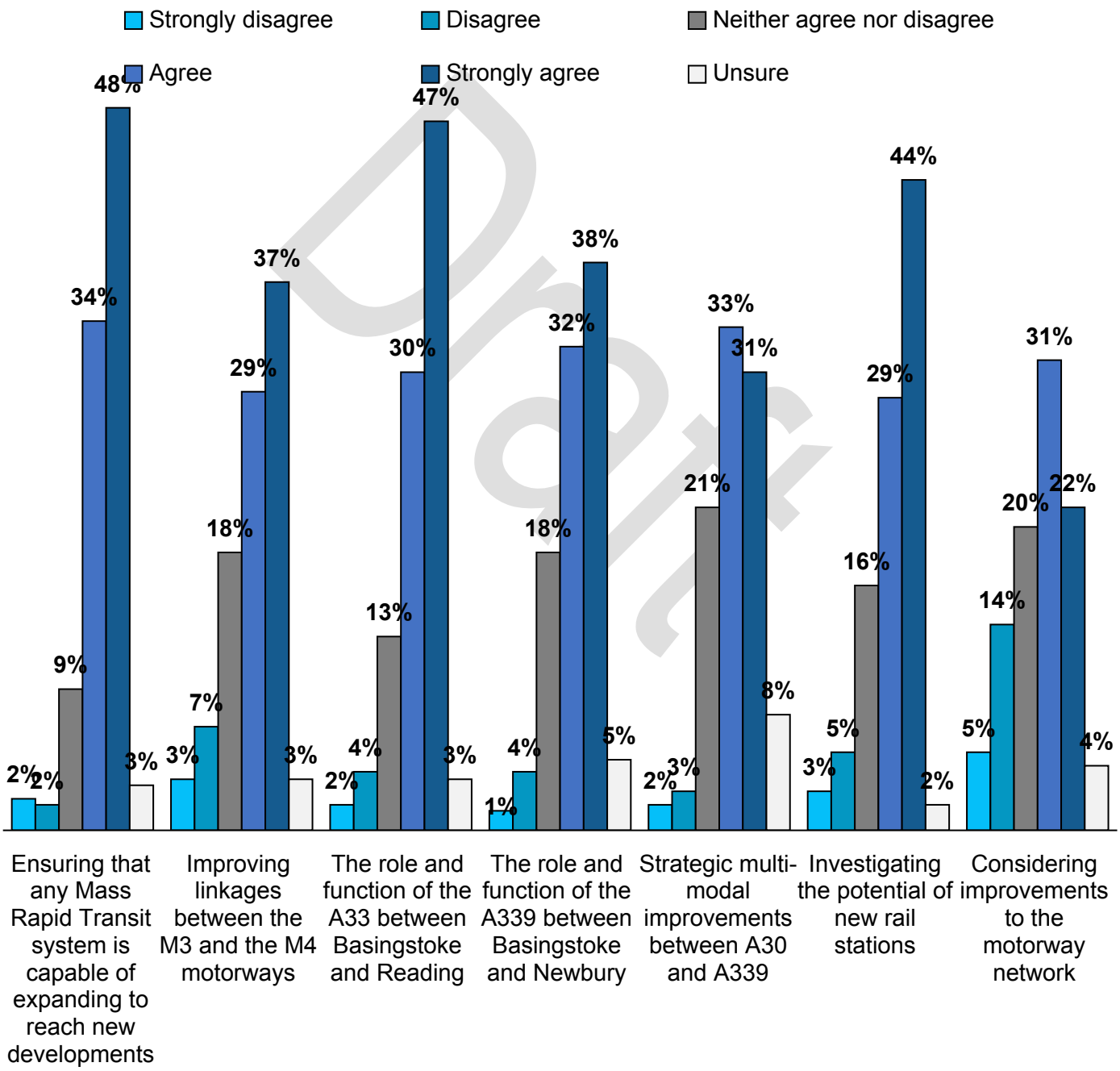
"A very efficient way to move around and reduce stress on the road network."

(77 comments were received relating to the appeal of a Mass Rapid Transit system)

Looking beyond the Local Plan

Respondents firmly believed that the Strategy should look beyond the Local Plan period to plan for longer-term housing and jobs growth – in particular, by considering strategic links between local towns and ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments.

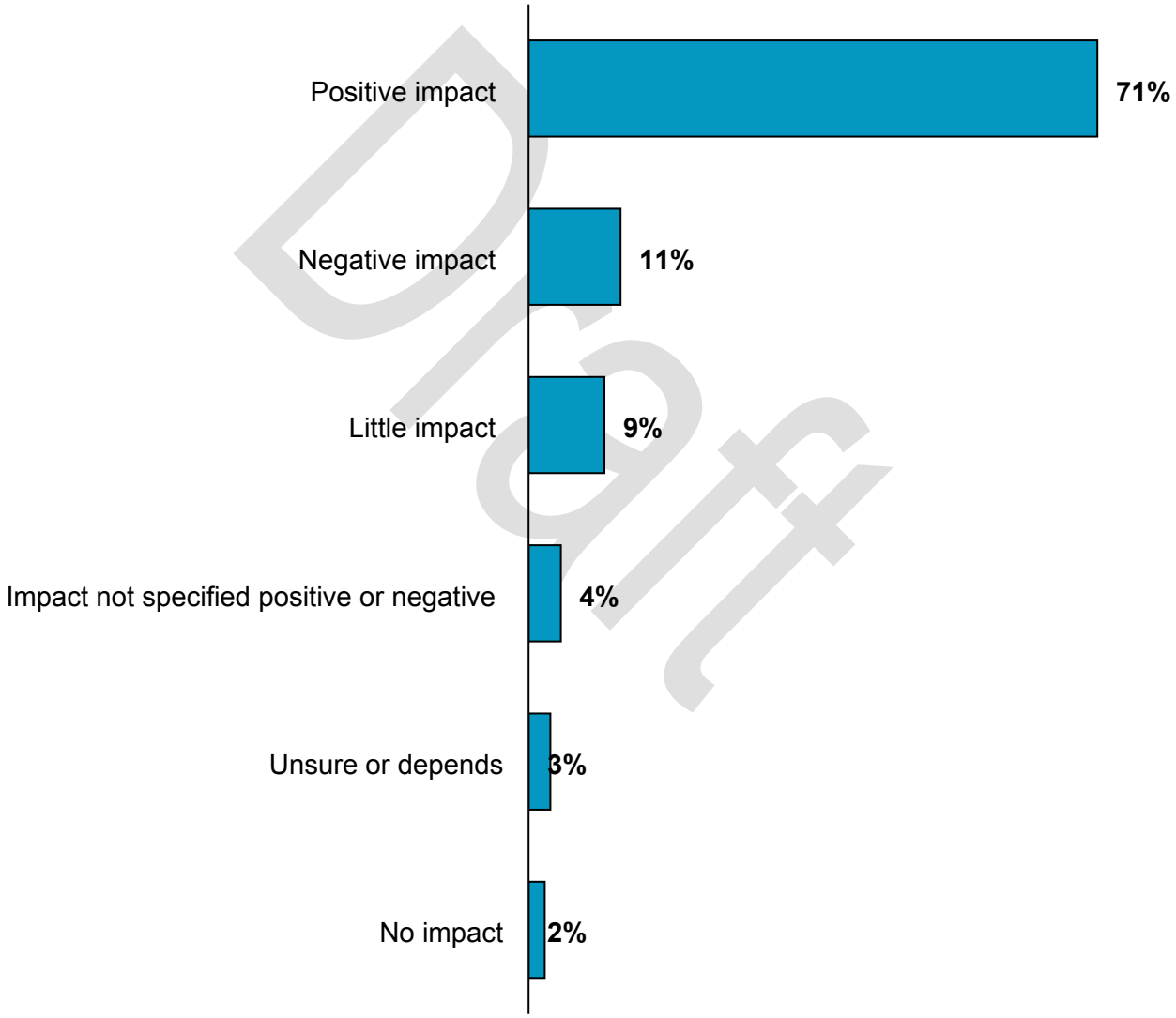
To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at…? (Base: 234)



Potential impacts of implementing the Basingstoke Transport Strategy

The majority of respondents felt that the Transport Strategy would have a positive impact on them if implemented; only one in ten reported a potential negative impact, with a similar proportion feeling that the Strategy would have little or no impact on them.

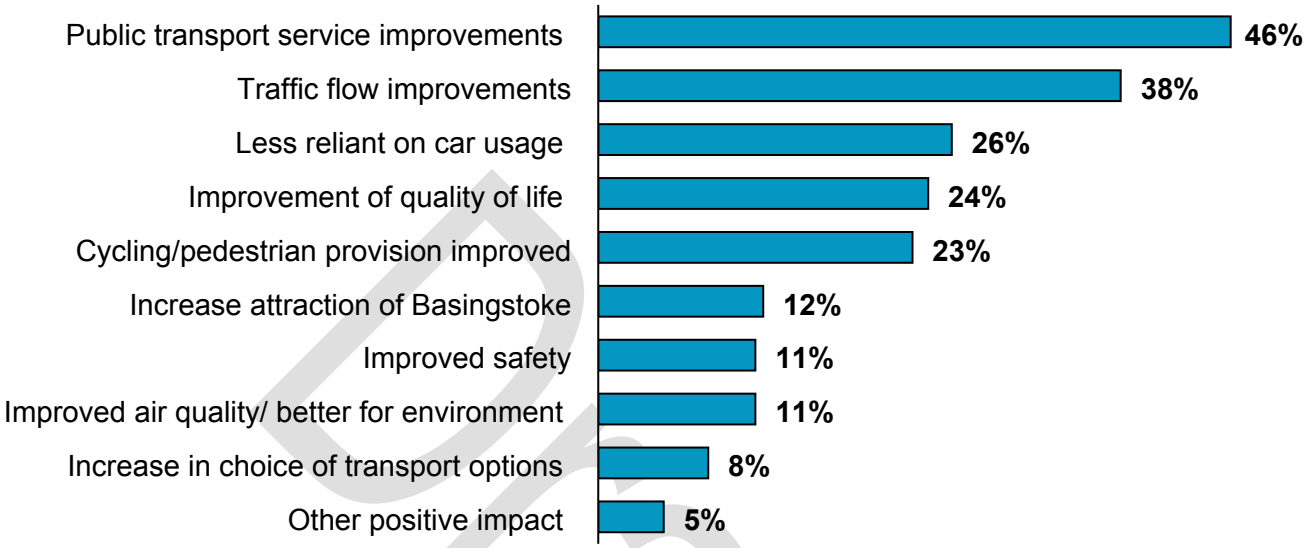
What impact will the Transport Strategy have on you? Verbatim comments (Base: 150, multi-code)



Potential positive impacts of implementing the Basingstoke Transport Strategy

Almost half of respondents who reported positive impacts focused on the potential improvement to public transport services in Basingstoke. Over a third felt that the Strategy would improve traffic flow and over a quarter stated they would be less reliant on using their car for all journeys.

Positive impacts - verbatim comments (Base: 106, multi-code)



Predicted positive impacts arising from improved public transport included: easier and quicker journeys by bus/ train, which could result in less time spent commuting and increased flexibility in travel mode.

"An improved transport system will be useful for me and my family and friends and it would reduce our reliance on cars to get anywhere with certainty about times. I have to wait almost an hour before work to be on time because the buses are infrequent."

"Hopefully faster bus journeys to/ from rail station."

"As I get older, I expect to use public transport more and more, and any improvements to speed and reliability would be welcome."

"Residents of Sherfield on Loddon would enjoy better public transport to enable them to access the shopping centres of Chineham and Basingstoke, as well as the stations at Bramley and Basingstoke and would also be able to access the surgeries in Bramley and Chineham as well as Basingstoke Hospital."

"Any improvement to public transport would help as I rely on the bus and train to get around."

"A reliable public transport service between Bramley and Basingstoke or Bramley and Reading would be fantastic. Cutting the bus services in Bramley has been devastating for my family."

(51 comments were received about positive impacts through improved public transport)

Respondents also forecast improved traffic flow due to reduced road congestion. Regardless of the reason for travel (e.g. leisure, commuting) all felt that the foreseen improvements in traffic flow would have a positive impact on journeys.

"If improvements to the A33 it would decrease daily journey times. This would include cycling and driving."

"Reduced traffic queues when coming into Basingstoke shopping at the weekends."

"Hopefully less congestion, speedier times into town."

"Removal of some vehicles from the A340 which is very congested in rush hours and reduction in pollution caused by queuing traffic."

"As a town centre resident, I would hope to see reduced volumes and speed of traffic through residential roads."

(43 comments were received about positive impacts by improving traffic flow)

Many respondents felt that proposals to improve alternative travel options would help to reduce reliance on private motor vehicles. Improved air quality was also cited as a result of less cars being used.

"We would likely use public transport much more often leaving our cars at home for the longer journeys."

"Cycling & walking & using bus more. We have had a trial of 1 instead of 2 cars but it's not been easy (although better for health & environment) with buses only every 45mins/hour. So a Mass transport system on key routes would mean we could definitely drop to one car long term."

"Less use of car to visit Basingstoke, maybe even increase number of visits to retail and leisure outlets."

"I could rely on public transport for work and leisure and not feel it necessary to have to use the car for everything as I do at present."

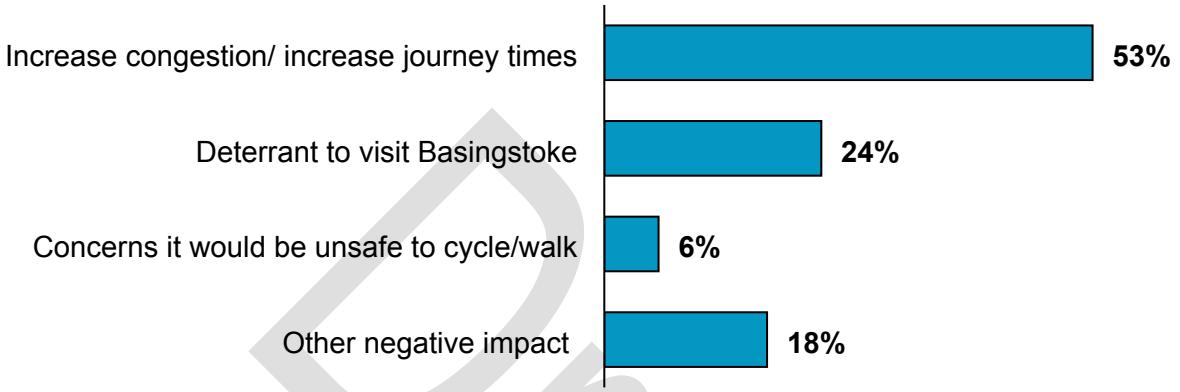
"Lower dependency on the car for typical short journeys, improving quality of life and reducing cost."

(28 comments were received about positive impacts of reducing car reliance)

Potential negative impacts of implementing the Basingstoke Transport Strategy

Only 17 respondents felt that the Strategy would have a negative impact. Over half of these felt that it could result in increased congestion and longer journey times. The other main concern was that it may deter people from visiting Basingstoke mainly for work and leisure purposes however some felt it could also discourage them from living in the town.

Negative impacts - verbatim comments (Base: 17, multi-code)



"We have to travel into town regularly 3-5 times a week, this is mainly for lessons for my children, when we need direct access to central town for pick off and drop off. Closing routes will mean this will become longer and less convenient and may make us consider other towns for these lessons."

"Roads will be even more congested, increased travel times, exposure to higher air pollution."

"If the current strategy is adopted the health and wellbeing of me and my family would decline."

"I would have to give up cycling as the strategy is making it unsafe to cycle."

"Longer journey times as you mess up the roads more with wishful thinking that public transport, walking and cycling will replace car use to any great extent."

(17 comments were received about perceived negative impacts)

Unstructured responses

19 responses were received through other channels alongside the consultation questionnaire. Of these **4** were from Parish Councils, **6** were from local groups, **1** from a highway agency, **1** from a transport provider, **1** from a local business, **1** from land owners, **3** from members of the public and **2** from members of parliament. These responses raised similar views to those highlighted via the consultation questionnaire. The most frequent themes raised in these responses were:

- concern that housing developments do not have sufficient transport links – bus, cycle and pedestrian *(9 comments)*
- proposals for improving the cycling provision currently planned *(9 comments)*
- proposals for improving the pedestrian provision currently planned *(9 comments)*
- comments suggesting that more information or data is needed to answer some questions *(9 comments)*
- support for the Mass Rapid Transit system included in the Strategy *(8 comments)*
- support for more active transport provision as detailed in the Transport Strategy *(8 comments)*
- suggestions to modify and improve the current bus services *(7 comments)*
- that the Basingstoke Transport Strategy needs to have more goals and aspirations to prove effective *(7 comments)*
- general support for the Basingstoke Transport Strategy *(6 comments)*
- comment that car reliance is high due to speed/ease of access *(6 comments)*
- suggestion that cycle and pedestrian pathways are segregated/ separated *(5 comments)*
- agreement that a reduction in private car usage would be welcome in Basingstoke *(5 comments)*
- that a cycle scheme e.g. bike hire scheme should be implemented and encouraged *(5 comments)*
- concern that the Strategy does not target air quality and pollution sufficiently *(5 comments)*
- that cycle parking must be increased/improved at railways stations *(4 comments)*
- that a western bypass/relief road is required to improve congestion in the town centre *(4 comments)*
- that Mass Rapid Transit must vastly improve journey times to ensure it is more attractive than private vehicles *(3 comments)*
- an offer of supporting with the Transport Strategy through discussion and actioning improvements *(3 comments)*
- suggestions that railway station improvements should be made *(3 comments)*
- concerns that the underlying issues affecting movement choices have not been researched/ understood *(3 comments)*
- that the Basingstoke Transport Strategy needs to be even more forward thinking/ future proof *(3 comments)*
- that future planning is essential, and that land should be reserved in advance of implementation *(3 comments)*
- recommendations for amending the current road networks to aid the Strategy's objectives *(3 comments)*
- concern that Basingstoke and Deane Borough Council/ Hampshire County Council do not recognise that cyclists and pedestrians' needs are different *(3 comments)*
- comments regarding that there are inadequate cycle routes/ pathways to all schools in Basingstoke *(3 comments)*

- that railway stations and transportation via train should be included in the strategy *(3 comments)*
- suggestions to increase the number of railway stations available *(3 comments)*
- ideas and support given to improving Basingstoke's connection to London Heathrow *(3 comments)*
- schools and educational facilities require increased transportation options *(3 comments)*
- in support of public transport priority and/or dedicated lanes *(3 comments)*
- suggestions to increase the road network in and around Basingstoke *(3 comments)*
- comments regarding improving ticketing/payment options on public transport *(3 comments)*
- suggestions for improving the online Response Form *(2 comments)*
- suggestions of a car share scheme throughout Basingstoke to help reduce congestion *(2 comments)*
- suggestions of implementing Park & Bike schemes within the current Park & Ride facilities *(2 comments)*
- comments regarding improved Park & Ride services available *(2 comments)*
- recommendation that audits should be carried out on all cycle pathways in Basingstoke *(2 comments)*
- concerns that the Transport Strategy should have a larger geographical scope *(2 comments)*
- suggestions to increase car parking at Railway Stations *(2 comments)*
- concerns that providing less parking in new housing developments is not a suitable solution to reducing car usage *(2 comments)*
- concerns that Basingstoke Transport Strategy does not include transport improvements for less-abled residents *(2 comments)*
- suggestions that all active transport modes should have priority over motorised vehicles *(2 comments)*
- opposition to idea of a Mass Rapid Transit system *(1 comment)*
- no comments on the Basingstoke Transport Strategy *(1 comment)*
- concerns that the Transport Strategy could affect the safe and efficient operation of the Strategic Road Network *(1 comment)*
- that restrictions to car access should be implemented *(1 comment)*
- concern that bus priority will be detrimental to car users *(1 comment)*
- a recommendation to understand residents needs/wants and ensure the Transport Strategy meets these *(1 comment)*
- a proposal that the cycling corridors are combined with the Mass Rapid Transit corridors to enhance cycle provision *(1 comment)*
- a suggestion that a workplace charging zone should be implemented *(1 comment).*

A summary of the Basingstoke Transport Conversation

Workshop programme and attendance

The 'Basingstoke Transport Conversation' workshop aimed to seek the views of key stakeholder groups and local delivery partners on the Transport Strategy. Its core objective was to understand the transport and travel priorities of businesses and organisations operating in and around Basingstoke, and what they felt would need to be addressed to achieve a positive outcome.

The half-day workshop was held at The Ark conference venue on 9 January 2019, with representation from over 20 local interest groups, businesses and transport operators.

Delegates heard presentations by Basingstoke and Deane Borough Council and Hampshire County Council on the context and detail of the emerging Strategy, and updates from Enterprise M3 LEP, Stagecoach, South Western Railway on their current work and plans for the local area. They were then asked to consider:

- whether the draft Transport Strategy covered the correct elements and would meet the needs of business locally
- other measures that might be needed in the long-term future, taking into account the role of technology
- current business pressures and how the Transport Strategy could help ensure Basingstoke remained key to businesses
- any quick transport wins in the short-term that could assist

The key themes from the workshop are summarised below.

Workshop feedback

Discussions across the workshop primarily focussed on five key areas, which are outlined in more detail below:

- Workforce and business challenges
- Strategic links
- Active travel
- Public transport and connectivity
- Recognising the key role of technology

Workforce and business challenges

Attracting and retaining skilled workers was a key issue for businesses in the area. Delegates' perceptions were that businesses currently struggle to recruit. Prospective employees are looking for more than just wages - they also want a short commute, ease of movement, balanced lifestyle and access to lunchtime facilities.

For example, whilst rail connectivity was felt to be good, there was room to improve transport provision for in-commuters (e.g. once in Basingstoke to travel to Basing View).

Basingstoke is also less attractive than London and other towns to graduates, many of whom do not drive. They want to work and live somewhere which offers a good after-hours social life and options to get home easily thereafter. To attract London (out) commuters to live in Basingstoke (and therefore use their earnings to support the local economy) they need to be able to get home quickly from the station for Basingstoke to be considered a viable option.

Basingstoke was felt to be good at incubating businesses, but delegates reported that workers see it as a poor man's Reading and in need of its own niche. Good connectivity, simple commutes, proximity to the countryside and options for cycling and walking in leisure time could help to provide this.

Some concerns were raised over a lack of commercial property and industrial land in the area – delegates questioned whether improved transport links could help to unlock new space that is logistically viable for businesses.

Finally, delegates highlighted the needs of independent businesses when managing parking demand in the town centre, noting that these smaller businesses may struggle if smaller car parks are removed. They queried whether there was an option to allow short term parking in town whilst restricting long term parking to the outskirts.

Strategic links

Whilst recognising that the Strategy is town focussed, delegates also identified a need to think long-term about Basingstoke's strategic links with surrounding boroughs, the area south of the M3 and other key urban areas. Better access to Heathrow was also raised as a significant draw to bigger businesses looking to locate in Basingstoke and the option of extended proposed Western access improvements beyond Reading into Basingstoke station was suggested to encourage this.

Active travel

Active travel was a major focus of discussion throughout the workshop. Delegates were surprised at the low levels of cycle commuting to work and felt that this needed greater emphasis, particularly for sustainable shorter journeys.

It was widely felt that there are no down-sides to improving walking and cycling and often these are much cheaper than large-scale highway improvements. Experience in other European countries, where provision is greater, has demonstrated that active travel is cheap and easy, and offers health benefits – including through contributing to better air quality - as well as helping to reduce pressure on the road network.

Delegates highlighted significant latent demand for more cycling facilities. These ranged from 'quick wins', such as more secure cycle parking, a cycle hire scheme, joined up cycle routes and rights of way throughout the town. Although it was noted that the Strategy proposed improvements to moving around the town centre, options for cycle routes into the town centre would also be welcomed.

It was felt that options for improving public rights of way and encouraging use of these instead of main roads could help to make active travel more appealing. This might encompass new signposting, resurfacing and incentives to landowners to facilitate and improve access. Options proposed by workshop attendees included: Old Basing links to the town centre (via Basing View and also Basing Road) and on to Daneshill, Sherfield-on-Loddon to Bramley, Upper Basing View to the station along the existing footway (adjacent

to the station car park and Queens Arms pub). Also highlighted was a potential option for inclusive walking access to Basing View via Waitrose – using the supermarket's level pathways to avoid the current hills and undulations and use of power line routes for cycleways or rapid transit routes.

Options for active travel at transport interchanges were also seen as important. Delegates felt that information on active travel routes should be available at the station to enable quick wayfinding, and nodes / hubs should be delivered along the proposed Mass Rapid Transit routes with potential for a mix of uses at these nodes (e.g. e-bikes with MRT buses). Additionally, Park and Stride or Park and Bike should also be part of any discussion regarding new Park and Ride facilities.

Public transport and connectivity

Proposals for public transport improvements were welcomed. It was felt that these should be planned for proactively and include improvements to cross-town connectivity. This would mitigate the need to travel into the town centre or buy two tickets in order to cross between suburbs for work or leisure.

The potential introduction of a Mass Rapid Transit system generated notable excitement amongst attendees. It was felt that this would help to address poor perceptions of bus transport in Basingstoke, by improving both reliability and the quality of the passenger experience.

Within the town centre, connectivity at public transport interchanges was seen as important in encouraging people to view public transport as a viable option. In particular, it was felt that the station interchange could be simpler for passengers to navigate and offer more 'sense of arrival' to enhance the impact of Basingstoke as a destination.

Finally, delegates noted the need to review school, college and community transport within the Strategy, including options for vehicle fleets to be used more efficiently and shared, rather than sitting idle during the day and in the evening.

Recognising the key role of technology

Delegates felt strongly that the Strategy must be visionary and bold – moving away from an infrastructure that is designed around the car to one that helps to design the sort of place we want Basingstoke to be in 2050.

Technology was therefore recognised as having an important role to play, both in terms of demand / intelligent traffic management and increasing awareness of alternative options. As well as the need for comprehensive online information, the Strategy should recognise dependency on high quality broadband and remote WiFi access to enable people to access up to date and accurate information as required.

Delegates also felt that the Strategy should be 'futureproofed' by planning for the expected arrival of autonomous / on demand vehicles from the outset.

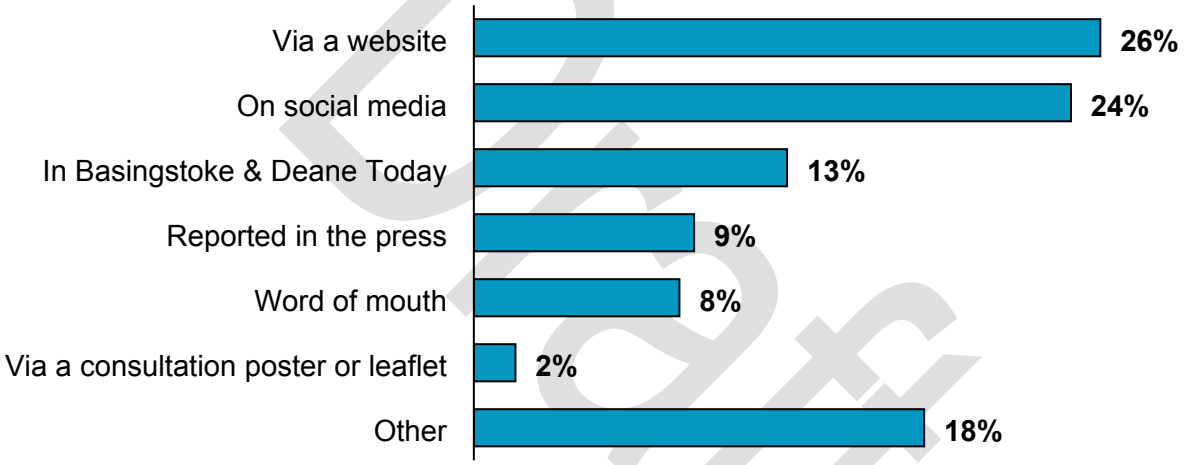
Appendix One: Research approach

Open consultation

The Basingstoke Transport Strategy consultation was open from midday on 28 November 2018 to 11:59pm on 28 January 2018 and offered an opportunity for residents, commuters, visitors, businesses and other stakeholders to provide their views on the emerging Basingstoke Transport Strategy document.

Half of respondents were exposed to the consultation via online sources such as through websites and social media. Over 20% read about the consultation either in the Basingstoke and Deane Today newsletter or in local newspapers. The majority of respondents who first heard about the consultation in 'other' ways did so via email.

Finally, to help us to improve access to future consultations, please tell us where you first heard about this consultation? (Base: 234)



Responses could be submitted through an online questionnaire available at www.hants.gov.uk/basingstokestrategystrategy, via a hard copy Response Form or via unstructured written response.

To aid participation, paper copies and alternative formats were also made available upon request.

'Unstructured' responses could be sent through via email or written letters, and those received by the consultation's close date were accepted.

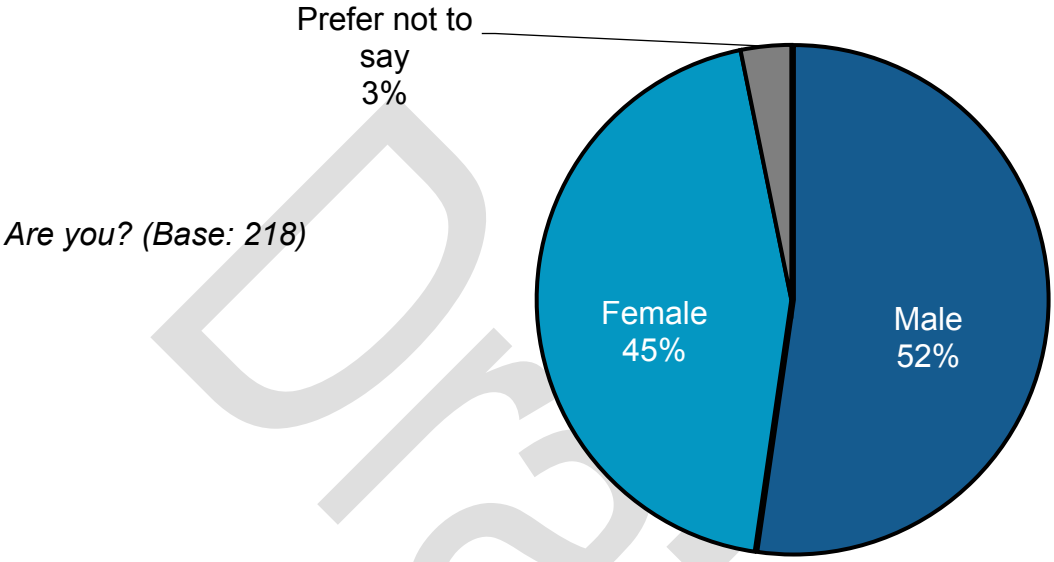
Appendix Two: Respondent profile

Respondents were asked to identify whether they were responding as an individual, as a business or on behalf of an organisation or group. This question, as with all questions in the consultation questionnaire, was optional.

Where respondents identified themselves as individuals they were asked to provide more information about their demography, personal situation, and household composition.

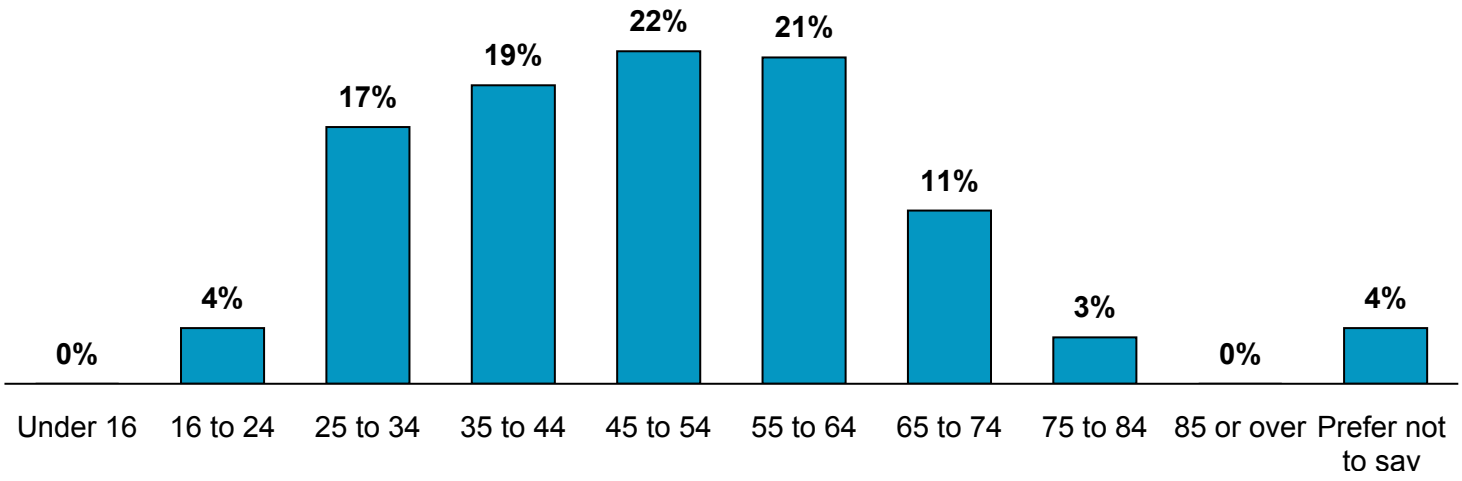
There was a slight over representation of males vs females amongst the individuals responding to the consultation.

Are you? (Base: 218)



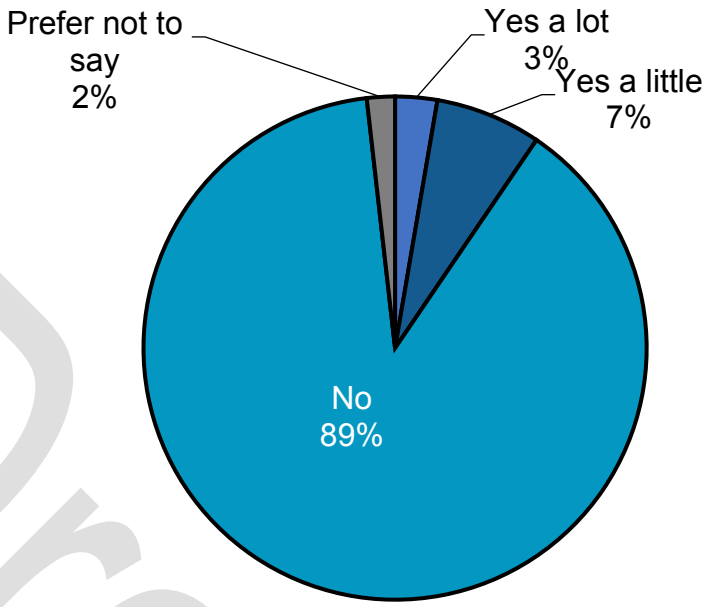
Almost 80% of the individual respondents were aged between 25 and 64, with ages between 45 and 64 the most common. No responses were received from anyone under the age of 16 or aged 85 or over.

What was your age on your last birthday? (Base: 223)



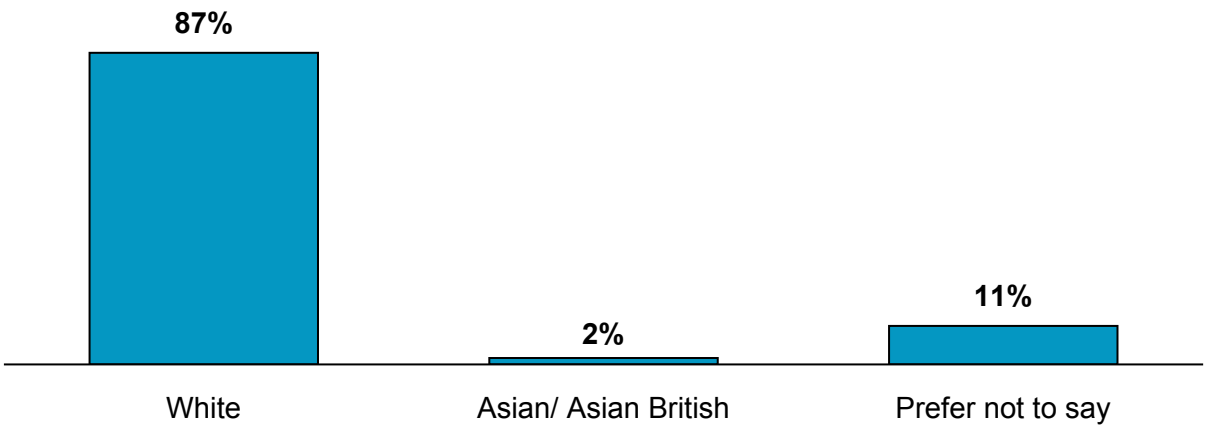
Almost nine out of ten respondents stated that they did not have any limitations to their movement due to a health problem or disability and less than one in ten had limitations to some extent. The remaining respondents did not wish to disclose this information.

Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Base: 222)



The majority of respondents identified as white, although over one in ten did not wish to disclose their ethnicity. A small number of responses were received from respondents of an Asian/ Asian British background.

What is your ethnic group? (Base: 222)



Where respondents identified themselves as responding on behalf of others, they were asked to provide the name and address of the group, organisation or business, the name and position of the individual providing the response and an estimate of the number of members / staff represented.

Groups, businesses and organisations who submitted a response to the consultation were:

1. Wote Street People
2. Espokes
3. Old Basing and Lychpit Parish Council
4. Cobalt Telephone Technologies Ltd.
5. Ecchinswell. Sydmonton and Bishops Green Parish Council
6. Sherfield-on-Loddon Parish Council
7. Sydmonton Court Estate
8. Tadley Town Council
9. Basingstoke and Deane Borough Council (Pollution and Air Quality)
10. Muse Developments
11. West Berkshire Council
12. South Western Railway
13. Exertis (UK) Ltd
14. Highways England
15. Low Carbon Energy Group
16. Chineham Parish Council
17. Basingstoke South West Action Group
18. Cycle Basingstoke
19. Dummer Parish Council
20. Kempshott Community Plan
21. Hampshire County Council (Property Services)
22. Network Rail
23. Winklebury Community Action Group
24. Country Watch
25. Oakley and Deane Parish Council

Appendix Three: Consultation Response Form (Standard Format)

Basingstoke Transport Strategy Consultation

Hampshire County Council and Basingstoke and Deane Borough Council are developing a new **Transport Strategy** to shape the long-term approach to planning and delivering transport in Basingstoke.

We are seeking views on what the **main travel and transport priorities** should be for Basingstoke and the **measures** we should take to ensure that transport in Basingstoke is fit for the future. Please use this Response Form to tell us about the issues that matter to you and the outcomes that you would like to see.

Please read the accompanying Information Pack carefully before completing this Response Form. If you need these documents in another format (eg. paper, audio or large print) or language please phone 0300 555 1388 (local rate number) or email strategic.transport@hants.gov.uk

This consultation opens at midday on 28 November and closes at 23:59 on 28 January 2019.

The findings from the consultation will be published and presented to the Executive Member for Environment and Transport in spring 2019 when a decision on the proposed strategy will be made.

Your data

Hampshire County Council is seeking your views and comments and other information about you through this Response Form in order to inform the Basingstoke Transport Strategy. The information you provide in this Response Form is being collected by by the County Council exercising the official authority vested in them, and for reasons of substantial public interest. The data provided will only be used to understand views on the proposed changes set out in this consultation. Data will be anonymised and summarised in a public consultation findings report on the County Council's website.

All individuals' responses will be kept confidential and will only be shared between Hampshire County Council and Basingstoke and Deane Borough Council. Personal data will not be shared with any other third parties, but responses from organisations or businesses may be published in full. All data will remain within the UK. Responses will be stored securely and retained for one year following the end of the consultation before being deleted or destroyed.

Please see our Data Protection webpage www.hants.gov.uk/privacy for further details about how the County Council uses and handles data. You can contact the County Council's Data Protection Officer at data.protection@hants.gov.uk. If you have a concern about the way we are collecting or using your personal data, you should raise your concern with us in the first instance or directly to the Information Commissioners Office at https://ico.org.uk/concerns/

Completing this Response Form

This Response Form contains sections which ask you to share your views on the proposed transport issues, priorities, approach and measures along with a little information about how you travel to help us understand how views may differ. There are opportunities to provide comments throughout the Form.

To move forwards and backwards in this Form you must use the '**Back**' and '**Next**' buttons at the bottom of every page. Do not use the back button in your browser at the top left of the screen, because all your answers will be lost and you will have to start again.

You can use the '**Save**' button at the bottom of each page if you wish to continue at a later date. You will be directed to a web page and asked to supply an email address. A link to the unfinished Response Form will be sent to this address. Your email address will not be kept or used for any other purpose.

Your responses will not be included in the results until you click '**Submit**' at the end of the consultation Response Form.

It should take around ten minutes to answer the questions, depending on how much you write.

Thank you for taking the time to participate in this consultation.

Transport issues

On page 11 of the Information Pack, we have outlined a number of key transport issues that we feel the Basingstoke Transport Strategy should address.

To what extent do the issues we have identified concern you? (please tick only one per row)

	Not at all	A little	A lot
Traffic congestion and delays	○	○	○
Public transport less attractive than travelling by car	○	○	○
Walking and cycling provision is not consistent	○	○	○
Constraints on town centre access and movement	○	○	○
Difficulties changing between different transport modes	○	○	○

Are there any other transport issues that you feel the Basingstoke Transport Strategy should address? (please tick only one)

- ○ Yes
- ○ No

Please tell us briefly about these issues (please explain)

You have left characters left

Transport priorities

On pages 12-15 of the Information Pack, we have outlined three main priorities for the Transport Strategy. We would like to know if you think these proposed priorities are correct, or if there are other high-level issues we should be considering.

How important is it that the Transport Strategy aims to. . . ? (please tick only one per row)

	Not important	Quite important	Very important
Support housing and employment growth and vibrancy	○	○	○
Support a high quality of life for people who live in, work in and visit Basingstoke	○	○	○
Support inclusive and accessible communities	○	○	○

Are there any other priorities that the Transport Strategy should support? (please explain)

You have left characters left

Emerging Transport Strategy themes

Pages 18-31 of the Information Pack set out the measures that we think would help to meet the key transport priorities.

To what extent do you agree or disagree with our proposed measures for. . . ? (please tick only one per row)

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Unsure
Theme One: Improving access to and within the town centre	○	○	○	○	○	○
Theme Two: Integrating new developments with well planned transport schemes	○	○	○	○	○	○
Theme Three: Providing a step change in the quality of local public transport	○	○	○	○	○	○
Theme Four: Developing priority strategic walking and cycling corridors	○	○	○	○	○	○
Theme Five: Managing journey times and reliability on key routes	○	○	○	○	○	○
Theme Six: Maintaining Basingstoke's strong strategic transport connections	○	○	○	○	○	○
Theme Seven: Future proofing of the transport network	○	○	○	○	○	○

You stated that you disagreed with our proposed approach to one or more themes. Please tell us what concerns you about our approach. (please explain)

You have left characters left

A balanced approach

On page 18 of the Information Pack we have explained that we think a 'Balanced' approach is the best way to deliver the proposed transport priorities. A key part of this is providing realistic alternatives to the car for journeys within Basingstoke.

Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke? (please tick all that apply)

- [ ] A Mass Rapid Transit system
- [ ] A more reliable bus service
- [ ] A cross-town bus service
- [ ] Improved interchange between bus and rail services
- [ ] Improved walking routes/networks across town
- [ ] Improved cycling routes/networks across town
- [ ] Other
- [ ] None of the above
- [ ] I do not travel by car

If other, please specify

Why does the concept of a Mass Rapid Transit system appeal to you? *(please explain)*

You have left characters left

Alternative approaches

If you have any alternative suggestions as to how we could improve transport and travel in Basingstoke, please provide these in the box below. (please do not include any personal details in your response)

You have left characters left

Looking beyond the Local Plan - supporting longer-term housing and jobs growth

On pages 32-33 of the Information Pack we look beyond the Local Plan at the need for new and significant infrastructure to support new developments and unlock growth potential beyond 2029.

To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at. . .? (please tick only one per row)

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Unsure
Ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments	○	○	○	○	○	○
Improving linkages between the M3 and the M4 motorways (between the A34 and M25)	○	○	○	○	○	○
The role and function of the A33 between Basingstoke and Reading.	○	○	○	○	○	○
The role and function of the A339 between Basingstoke and Newbury	○	○	○	○	○	○
Strategic multi-modal improvements between A30 (West) and A339	○	○	○	○	○	○
Investigating the potential of new rail stations	○	○	○	○	○	○
Considering improvements to the motorway network	○	○	○	○	○	○

If the proposed Transport Strategy was adopted, what would be the impact on the local area? (please explain)

You have left characters left

About your response

We would be grateful if you could answer the following questions so that we can analyse the findings of this consultation overall and by different groups of people. This will help us to understand the impacts of the consultation proposals and the views on them by different groups.

Most questions in this section are optional.

Are you responding to this questionnaire as an individual or on behalf of an organisation, group or business? (please tick only one)

- ◯ I am responding as an individual
- ◯ I am providing the official response of an organisation, group or business

Please provide details of your organisation or group.

The name and details of your organisation, group or business may appear in the final report, and the information you provide may be subject to publication or release to other parties or to disclosure regimes such as the Freedom of Information Act 2000.

Name of your organisation, group or business:

Your role in the organisation, group or business:

Which of these best describes the primary function of your organisation, group or business? (please tick only one)

- ◯ Local public sector organisation
- ◯ Charity / non government organisation
- ◯ Local business
- ◯ Social enterprise
- ◯ Residents association
- ◯ Disability group
- ◯ School/College/Further Education
- ◯ Other (please specify)

If 'other', please specify below

If the proposed Transport Strategy was adopted, what would be the impact on you / your family? (please explain)

If the proposed Transport Strategy was adopted, what would be the impact on your group, organisation or business? (please explain)

You have left characters left

About your journey

How often do you tend to travel into or around Basingstoke? (please tick only one)

- ○ Daily or more often
- ○ Several times a week
- ○ Weekly
- ○ Fortnightly
- ○ Monthly
- ○ Every 2-3 months
- ○ Every 6-12 months
- ○ Less often
- ○ Never

When do you usually travel into or around Basingstoke? (please tick all that apply)

- ☐ Week day morning peak (07:00 to 9:00)
- ☐ Week day evening (16:30 to 18:30)
- ☐ Week day lunch time (12:00 - 14:00)
- ☐ Week day off peak (all other times)
- ☐ Weekends anytime

How do you usually travel into or around Basingstoke? (please tick all that apply)

- ☐ Private motor vehicle (eg. car, motorbike)
- ☐ Commercial motor vehicle (eg, car, motorbike, van or lorry)
- ☐ Taxi
- ☐ Bike
- ☐ Bus
- ☐ Train
- ☐ By foot
- ☐ Other

If 'other', please specify below

About your journey

For what reasons do you come into, or travel around Basingstoke? (please tick all that apply)

- [ ] I live in Basingstoke
- [ ] I work in Basingstoke
- [ ] I commute via Basingstoke
- [ ] To go shopping
- [ ] To study or do the school run
- [ ] For leisure/recreation (e.g. bars, restaurants, sports, entertainment)
- [ ] To access local services (e.g. healthcare. day centre, job centre, council offices)
- [ ] Other

If 'other', please specify below

Please provide your postcode (please write in the box below)

NB: If you are providing the offical response of an organisation, group or business, please provide this postcode, not your own.

Providing your postcode is optional. It would help us to understand the impact of proposed changes if you could provide at least the first five digits of your postcode. If you do provide your full postcode it is possible that in rural areas this might identify your property. By providing your postcode you are consenting to the County Council using this information to analyse the response to the consultation from different areas and to understand how views differ by area and by where people travel from.

About you

Are you. . .? (please tick only one)

- ◯ Male
- ◯ Female
- ◯ Other (please specify)
- ◯ Prefer not to say

If 'other', please specify below

What was your age on your last birthday? (please tick only one)

- ◯ Under 16
- ◯ 16 to 24
- ◯ 25 to 34
- ◯ 35 to 44
- ◯ 45 to 54
- ◯ 55 to 64
- ◯ 65 to 74
- ◯ 75 to 84
- ◯ 85 or over
- ◯ Prefer not to say

Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (please tick only one)

- ◯ Yes, a lot
- ◯ Yes, a little
- ◯ No
- ◯ Prefer not to say

What is your ethnic group? (please tick only one)

- ◯ White
- ◯ Mixed / Multiple ethnic groups
- ◯ Asian / Asian British
- ◯ Black / African / Caribbean / Black British
- ◯ Other ethnic group
- ◯ Prefer not to say

End of consultation

Finally, to help us to improve access to future consultations, please tell us where you first heard about this consultation: (please tick only one)

- ◯ In Basingstoke and Deane Today
- ◯ Via a consultation poster or leaflet in the local area
- ◯ Reported in the press (eg. radio, newspaper, tv)
- ◯ On social media (eg. Facebook, Twitter etc)
- ◯ Word of mouth
- ◯ Via a website (please specify)
- ◯ Other (please specify)

On which website did you hear about the consultation?

For 'other' please specify

Thank you for your feedback - Please post your completed questionnaire with the FREEPOST envelope in which to return it and mark for the attention of Strategic Transport.

Thank you for taking the time to respond to this consultation.

Please click the '**Submit**' button below to complete your response.

Appendix Four: Consultation participant profile

Demographic scope

The breakdown of individual respondents by demographic category is shown below.

What was your age on your last birthday? *(Base: 223)*	Count	%
Under 16	0	0%
16 to 24	8	4%
25 to 34	37	17%
35 to 44	43	19%
45 to 54	48	22%
55 to 64	47	21%
65 to 74	25	11%
75 to 84	7	3%
85 or over	0	0%
Prefer not to say	8	4%

Are you? *(Base: 218)*	Count	%
Male	114	52%
Female	97	45%
Other	0	0%
Prefer not to say	7	3%

Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? *(Base: 222)*	Count	%
Yes, a lot	6	3%
Yes, a little	15	7%
No	197	89%
Prefer not to say	4	2%

What is your ethnic group? *(Base: 222)*	Count	%
White	194	52%
Mixed/ Multiple ethnic groups	0	45%
Asian/ Asian British	4	2%
Black/ African/ Caribbean/ Black British	0	0%
Other ethnic group	0	0%
Prefer not to say	24	11%

Appendix Five: Data tables (including coded responses to open questions)

To what extent do the issues we have identified concern you?

Counts Analysis % Respondents	
Base	**237 100.0%**
Traffic congestion and delays	
Not at all	14 5.9%
A little	87 36.7%
A lot	133 56.1%
Public transport less attractive than travelling by car	
Not at all	34 14.3%
A little	55 23.2%
A lot	143 60.3%
Walking and cycling provision is not consistent	
Not at all	44 18.6%
A little	73 30.8%
A lot	110 46.4%
Constraints on town centre access and movement	
Not at all	40 16.9%
A little	108 45.6%
A lot	79 33.3%
Difficulties changing between different transport modes	
Not at all	60 25.3%
A little	102 43.0%

A lot	64 27.0%

Are there any other transport issues that you feel the Basingstoke Transport Strategy should address?

Counts Analysis % Respondents	
Base	**218 100.0%**
Yes	113 51.8%
No	105 48.2%

How important is it the Transport Strategy aims to...?

Counts Analysis % Respondents	
Base	**234 100.0%**
Support housing and employment growth and vibrancy	
Not important	11 4.7%
Quite important	77 32.9%
Very important	141 60.3%
Support a high quality of life for people who live in, work in and visit Basingstoke	
Not important	2 0.9%
Quite important	44 18.8%
Very important	186 79.5%
Support inclusive and accessible communities	
Not important	8 3.4%
Quite important	69 29.5%
Very important	152 65.0%

To what extent do you agree or disagree with our proposed measures for...?

Counts Analysis % Respondents	
Base	**237 100.0%**
Theme One: Improving access to and within the town centre	
Strongly disagree	6 2.5%
Disagree	3 1.3%
Neither agree nor disagree	28 11.8%
Agree	102 43.0%
Strongly agree	95 40.1%
Unsure	2 0.8%
Theme Two: Integrating new developments with well planned transport schemes	
Strongly disagree	2 0.8%
Disagree	4 1.7%
Neither agree nor disagree	18 7.6%
Agree	71 30.0%
Strongly agree	136 57.4%
Unsure	3 1.3%
Theme Three: Providing a step change in the quality of local public transport	
Strongly disagree	2 0.8%
Disagree	5 2.1%
Neither agree nor disagree	26 11.0%

Agree	71 30.0%
Strongly agree	126 53.2%
Unsure	3 1.3%
Theme Four: Developing priority strategic walking and cycling corridors	
Strongly disagree	9 3.8%
Disagree	10 4.2%
Neither agree nor disagree	33 13.9%
Agree	59 24.9%
Strongly agree	118 49.8%
Unsure	5 2.1%
Theme Five: Managing journey times and reliability on key routes	
Strongly disagree	5 2.1%
Disagree	2 0.8%
Neither agree nor disagree	28 11.8%
Agree	81 34.2%
Strongly agree	118 49.8%
Unsure	1 0.4%
Theme Six: Maintaining Basingstoke's strong strategic transport connections	
Strongly disagree	2 0.8%
Disagree	3 1.3%
Neither agree nor disagree	23 9.7%
Agree	77 32.5%

Strongly agree	124 52.3%
Unsure	5 2.1%
Theme Seven: Future proofing of the transport network	
Strongly disagree	3 1.3%
Disagree	5 2.1%
Neither agree nor disagree	20 8.4%
Agree	63 26.6%
Strongly agree	139 58.6%
Unsure	6 2.5%

Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke?

Counts Analysis % Respondents	
Base	**236 100.0%**
A Mass Rapid Transit system	108 45.8%
A more reliable bus service	133 56.4%
A cross-town bus service	84 35.6%
Improved interchange between bus and rail services	93 39.4%
Improved walking routes/networks across town	115 48.7%
Improved cycling routes/networks across town	102 43.2%
Other	24 10.2%
None of the above	22 9.3%
I do not travel by car	9 3.8%

To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at...?

Counts Analysis % Respondents	
Base	**234 100.0%**
Ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments	
Strongly disagree	5 2.1%
Disagree	4 1.7%
Neither agree nor disagree	22 9.4%
Agree	79 33.8%
Strongly agree	113 48.3%
Unsure	7 3.0%
Improving linkages between the M3 and the M4 motorways (between the A34 and M25)	
Strongly disagree	8 3.4%
Disagree	16 6.8%
Neither agree nor disagree	43 18.4%
Agree	68 29.1%
Strongly agree	86 36.8%
Unsure	7 3.0%
The role and function of the A33 between Basingstoke and Reading.	
Strongly disagree	4 1.7%
Disagree	9 3.8%
Neither agree nor disagree	30 12.8%

Agree	71 30.3%
Strongly agree	111 47.4%
Unsure	7 3.0%
The role and function of the A339 between Basingstoke and Newbury	
Strongly disagree	3 1.3%
Disagree	9 3.8%
Neither agree nor disagree	43 18.4%
Agree	75 32.1%
Strongly agree	89 38.0%
Unsure	11 4.7%
Strategic multi-modal improvements between A30 (West) and A339	
Strongly disagree	4 1.7%
Disagree	6 2.6%
Neither agree nor disagree	50 21.4%
Agree	78 33.3%
Strongly agree	72 30.8%
Unsure	18 7.7%
Investigating the potential of new rail stations	
Strongly disagree	6 2.6%
Disagree	12 5.1%
Neither agree nor disagree	38 16.2%
Agree	67 28.6%
Strongly agree	102 43.6%

Unsure	4 1.7%
Considering improvements to the motorway network	
Strongly disagree	12 5.1%
Disagree	32 13.7%
Neither agree nor disagree	47 20.1%
Agree	73 31.2%
Strongly agree	51 21.8%
Unsure	10 4.3%

Are you responding to this questionnaire as an individual or on behalf of an organisation, group or business?

Counts Analysis % Respondents	
Base	**238 100.0%**
I am responding as an individual	224 94.1%
I am providing the official response of an organisation, group or business	14 5.9%

Which of these best describes the primary function of your organisation, group or business?

Counts Analysis % Respondents	
Base	**14 100.0%**
Local public sector organisation	7 50.0%
Charity / non government organisation	- -
Local business	3 21.4%

Social enterprise	- -
Residents association	- -
Disability group	- -
School/College/Further Education	- -
Other (please specify)	4 28.6%

How often do you tend to travel into or around Basingstoke?

Counts Analysis % Respondents	
Base	**224 100.0%**
Daily or more often	121 54.0%
Several times a week	65 29.0%
Weekly	18 8.0%
Fortnightly	11 4.9%
Monthly	3 1.3%
Every 2-3 months	2 0.9%
Every 6-12 months	1 0.4%
Less often	1 0.4%
Never	2 0.9%

When do you usually travel into or around Basingstoke?

Counts Analysis % Respondents	
Base	**221 100.0%**
Week day morning peak (07:00 to 9:00)	149 67.4%
Week day evening (16:30 to 18:30)	126 57.0%
Week day lunch time (12:00 - 14:00)	45 20.4%
Week day off peak (all other times)	114 51.6%
Weekends anytime	150 67.9%

How do you usually travel into or around Basingstoke?

Counts Analysis % Respondents	
Base	**220 100.0%**
Private motor vehicle (eg. car, motorbike)	188 85.5%
Commercial motor vehicle (eg, car, motorbike, van or lorry)	4 1.8%
Taxi	22 10.0%
Bike	40 18.2%
Bus	72 32.7%
Train	41 18.6%
By foot	92 41.8%
Other	- -

For what reasons do you come into, or travel around Basingstoke?

Counts Analysis % Respondents	
Base	**221 100.0%**
I live in Basingstoke	135 61.1%
I work in Basingstoke	86 38.9%
I commute via Basingstoke	42 19.0%
To go shopping	163 73.8%
To study or do the school run	22 10.0%
For leisure/recreation (e.g. bars, restaurants, sports, entertainment)	145 65.6%
To access local services (e.g. healthcare. day centre, job centre, council offices)	109 49.3%
Other	12 5.4%

Are you?

Counts Analysis % Respondents	
Base	**218 100.0%**
Male	114 52.3%
Female	97 44.5%
Other (please specify)	- -
Prefer not to say	7 3.2%

What was your age on your last birthday?

Counts Analysis % Respondents	
Base	**223 100.0%**
Under 16	- -
16 to 24	8 3.6%
25 to 34	37 16.6%
35 to 44	43 19.3%
45 to 54	48 21.5%
55 to 64	47 21.1%
65 to 74	25 11.2%
75 to 84	7 3.1%
85 or over	- -
Prefer not to say	8 3.6%

Is your ability to move around Basingstoke limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

Counts Analysis % Respondents	
Base	**222 100.0%**
Yes, a lot	6 2.7%
Yes, a little	15 6.8%
No	197 88.7%
Prefer not to say	4 1.8%

What is your ethnic group?

Counts Analysis % Respondents	
Base	**222 100.0%**
White	194 87.4%
Mixed / Multiple ethnic groups	- -
Asian / Asian British	4 1.8%
Black / African / Caribbean / Black British	- -
Other ethnic group	- -
Prefer not to say	24 10.8%

Finally, to help us to improve access to future consultations, please tell us where you first heard about this consultation?

Counts Analysis % Respondents	
Base	**234 100.0%**
In Basingstoke and Deane Today	30 12.8%
Via a consultation poster or leaflet in the local area	4 1.7%
Reported in the press (eg. radio, newspaper, tv)	21 9.0%
On social media (eg. Facebook, Twitter etc)	57 24.4%
Word of mouth	19 8.1%
Via a website (please specify)	60 25.6%
Other (please specify)	43 18.4%

In the following data tables, comments received were coded into broad themes (e.g. macros) and if relevant then coded into more specific themes within the macro.

Question 3 – Please tell us briefly about these other issues (verbatim comments)

Codeframe	Count	%
Base	112	100%
Comment not applicable (macro)	2	2%
Concern about air quality/pollution (macro)	12	11%
Encouragement needed to reduce car reliance (macro)	6	5%
Concern about resident's health/well-being (macro)	2	2%
Concern about congestion increasing (macro)	10	9%
Safety concerns (macro)	3	3%
Unintended consequences (macro)	3	3%
Unintended consequences: Deter people from visiting area	2	2%
Unintended consequences: Deter people from working in area	1	1%
Parking (macro)	11	10%
Parking: Lack of parking available	7	6%
Parking: Charges are too expensive	2	2%
Road networks (macro)	12	11%
Road networks: need to improve surfaces	2	2%
Road networks: rat-runs could develop in certain areas	2	2%
Road networks: too many traffic lights	2	2%
Road networks: Need traffic calming	3	3%
Road networks: Lower speed limits	2	2%
Road networks: Add additional lanes	3	3%
Public transport (macro)	69	62%
Public transport: Re-instate tram network	1	1%
Public transport: lack of public transport available	24	21%
Public transport: bus services need to increase/improve	27	24%
Public transport: bus services need to be more reliable	10	9%
Public transport: bus costs need to be reduced	10	9%
Public transport: Additional P&R services	2	2%
Public transport: increase/improve railway service	9	8%
Public transport: increase railway stations	8	7%
Public transport: reduce cost of railway service	7	6%
Public transport: concern about private taxis	3	3%
Cycling provision (macro)	16	14%
Cycling provision: Increase cycle paths/crossings	6	5%
Cycling provision: Improve cycle paths/crossings	8	7%
Cycling provision: Increase cycling parking	1	1%
Cycling provision: Can be dangerous	6	5%
Pedestrian provision (macro)	3	3%
Pedestrian provision: Increase pedestrian paths/crossings	2	2%
Pedestrian provision: Improve pedestrian paths/crossings	1	1%
Increased car use (macro)	10	9%
Increased car use: due to new developments	9	8%

Increased car use: due to lack of public transport	3	3%
Penalising certain people/areas (macro)	23	21%
Penalising certain people/areas: Urban areas	4	4%
Penalising certain people/areas: Rural areas	16	14%
Penalising certain people/areas: New housing developments	2	2%
Other (macro)	14	13%

Question 5 – Are there any other priorities that the Transport Strategy should support?

Codeframe	Count	%
Base	74	100%
Comment not applicable (macro)	10	14%
Comment not applicable: Against new housing developments	5	7%
Comment not applicable: Against new developments e.g. leisure facilities	2	3%
Environmental priorities (macro)	15	20%
Environmental priorities: Air quality/pollution	13	18%
Environmental priorities: Improve/maintain wildlife habitats	1	1%
Specific areas (macro)	20	27%
Specific areas: Improvements should be made to A339	1	1%
Specific areas: Improvements should be made to support rural/village connections	6	8%
Specific areas: Other specific area mentioned	13	18%
Public transport (macro)	21	28%
Public transport: Increase frequency of services	10	14%
Public transport: Improved services/provision	10	14%
Public transport: Additional train services/ railway stations	2	3%
Improve journey times for all (macro)	2	3%
Cycling/pedestrian provision (macro)	3	4%
Cycling/pedestrian provision: Encourage cyclists to stay off pavements	1	1%
Penalising certain area/group (macro)	9	12%
Penalising certain area/group: rural areas/villages	5	7%
Penalising certain area/group: financially disadvantaged	4	5%
Other priorities (macro)	13	18%
No other priorities (macro)	2	3%

Question 6h - Why does the concept of a Mass Rapid Transit system appeal to you?

Codeframe	Count	%
Base	86	100%
Comment not applicable (macro)	9	11%
Comment not applicable: mentions negatives	1	1%
Comment not applicable: makes suggestions	8	9%
Will reduce reliance on private car use (macro)	16	19%
Forward thinking/modern approach (macro)	9	11%
Experienced MRT in other areas (macro)	11	13%
Environment (macro)	18	21%
Environment: Environmentally friendly	9	11%
Environment: Improved air quality	10	12%
Integration all areas of Basingstoke (macro)	6	7%
Public Transport (macro)	41	48%
Public Transport: Easier journeys on public transport	9	11%
Public Transport: Improved reliability/frequency/service in general	31	36%
Public Transport: Cheaper services	5	6%
Public Transport: Increased capacity	1	1%
Journeys (macro)	32	37%
Journeys: Quicker journey times/less congestion	29	34%
Journeys: Greater volume of people moving at once	8	9%
Other (macro)	5	6%

Question 6i - If you have any alternative suggestions as to how we could improve transport and travel in Basingstoke, please provide these in the box below.

Codeframe	Count	%
Base	124	100%
No alternative suggestion (macro)	4	3%
Comment not applicable (macro)	13	11%
Comment not applicable: Improve infrastructure when developing in future	2	2%
Comment not applicable: Housing developments increase car use/congestion	4	3%
Comment not applicable: Air quality needs improving	1	1%
Comment not applicable: Transport has negative effect on health	1	1%
Comment not applicable: Implementation/roadworks will cause disruption	2	2%
Consult with affected residents (macro)	1	1%
Encourage electric/eco car usage (macro)	2	2%
Public transport (macro)	68	55%
Public transport: Improve public transport (general)	29	23%
Public transport: Increase public transport (general)	24	19%
Public transport: Improve reliability of buses	10	8%
Public transport: Increase/improve railway links/stations	18	15%
Public transport: Improve/increase P&R services	2	2%

Public transport: Reduce cost of buses	12	10%
Public transport: Reduce cost of trains	4	3%
Public transport: Reduce cost of P&R buses	1	1%
Public transport: Use electric/eco models	5	4%
Cycling/pedestrian provision (macro)	30	24%
Cycling/pedestrian provision: Improve paths/crossings	21	17%
Cycling/pedestrian provision: Increase paths/crossings	12	10%
Cycling/pedestrian provision: Increase cycle parking	9	7%
Cycling pedestrian provision: Implement a city bike scheme	4	3%
Road networks (macro)	22	18%
Road networks: Create additional lanes/roads	7	6%
Road networks: Additional bus lanes	2	2%
Road networks: Traffic light management	2	2%
Road networks: Remove traffic lights in areas	1	1%
Road networks: Improve connections to major roads	10	8%
Road networks: Change speed limits	3	2%
Road networks: Restrict traffic	1	1%
Implement a car share scheme (macro)	5	4%
Parking (macro)	13	11%
Parking: Additional parking needed	4	3%
Parking: Implement permit parking in areas	1	1%
Parking: Monitor parking more closely	5	4%
Parking: Reduce parking costs	2	2%
Parking: Increase charges	2	2%
Penalising rural areas (macro)	14	11%
Other suggestion macro)	15	12%

Q6j – You stated that you disagreed with our proposed approach to one or more themes. Please tell us what concerns you about our approach.

Codeframe	Count	%
Base	23	100%
Comment not applicable (macro)	7	30%
Comment not applicable: Bus services have been cut/reduced	3	13%
Concern about environment impact (macro)	3	13%
Funding (macro)	2	9%
Funding: waste of money	2	9%
Cycling/walking provision (macro)	8	35%
Cycling/walking provision: Already sufficient/ improvements not necessary	2	9%
Cycling/walking provision: Not being used	2	9%
Cycling/walking provision: Proposed improvements are not adequate enough	5	22%
Proposed approach doesn't offer suitable transport for them (macro)	3	13%
Proposed approach disadvantages some due to priority (macro)	2	9%
Other concern (macro)	4	17%

Q13 – If the proposed Transport Strategy was approved, adopted, what would be the impact on you / your family, or on your group, organisation or business?

Codeframe	Count	%
Base	163	100%
Comment not applicable (macro)	13	8%
Comment not applicable: Suggestion rather than impact	7	4%
Impact not specified positive or negative (macro)	6	4%
No impact (macro)	3	2%
Little impact (macro)	14	9%
Unsure/ depends (macro)	4	3%
Positive Impact (supermacro)	111	68%
Increase in choice of transport options (macro)	9	6%
Less reliant on car usage (macro)	28	17%
Improved air quality/ better for environment (macro)	12	7%
Improved safety (macro)	12	7%
Public Transport (macro)	51	31%
Public Transport: Improved services/ quicker journeys	35	22%
Public Transport: More likely to use services	23	14%
Cycling/pedestrian provision (macro)	25	15%
Cycling/pedestrian provision: Paths would improve/ easier journeys	11	7%
Cycling/pedestrian provision: More likely to cycle/walk	17	10%
Traffic flow (macro)	43	26%
Traffic flow: Reduced congestion/ shorter journeys	22	14%
Traffic flow: Easier/less stressful journeys	12	7%
Quality of life (macro)	25	15%
Quality of life: Improve health, well-being & quality of life	21	13%
Quality of life: Increase time spent with family/friends	2	1%
Quality of life: Save money	7	4%
Increase attraction (macro)	15	9%
Increase attraction: More attractive to workers	7	4%
Increase attraction: More attractive to residents	5	3%
Increase attraction: More attractive to visitors	5	3%
Other positive impact (macro)	6	4%
Negative Impact (supermacro)	20	12%
Cycling/pedestrian provision: Concerns it would be unsafe	1	1%
Traffic flow: Increase congestion/ journey times	11	7%
Decrease health and well-being (macro)	1	1%
Deterrent (macro)	4	3%
Deterrent: Would deter people from visiting	3	2%
Deterrent: Would deter people from living in area	1	1%
Other negative impact (macro)	3	2%

Appendix Six: Key questions by transport mode and reason

Key questions by mode of transport

'To what extent do the issues we have identified concern you?' by mode of transport
(some data has been redacted due to low base size)

		Total	Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base		**215**	**183**	**21**	**40**	**70**	**41**	**90**
Traffic congestion and delays	**Not at all**	12	10	3	2	3	6	4
		6%	6%	14%	5%	4%	15%	4%
	A little	80	65	4	18	26	17	36
		37%	36%	19%	45%	37%	42%	40%
	A lot	120	105	14	20	39	18	48
		56%	57%	67%	50%	56%	44%	53%
Public transport less attractive than travelling by car	**Not at all**	29	27	1	6	6	4	12
		14%	15%	5%	15%	9%	10%	13%
	A little	50	45	5	11	13	6	21
		23%	25%	24%	28%	19%	15%	23%
	A lot	131	106	15	23	51	31	55
		61%	58%	71%	58%	73%	76%	61%
Walking and cycling provision is not consistent	**Not at all**	39	35	2	1	10	7	9
		18%	19%	10%	3%	14%	17%	10%
	A little	63	56	6	3	25	9	23
		29%	31%	29%	8%	36%	22%	26%
	A lot	104	83	12	36	31	24	55
		48%	45%	57%	90%	44%	59%	61%
Constraints on town centre access and movement	**Not at all**	35	29	5	4	13	5	12
		16%	16%	24%	10%	19%	12%	13%
	A little	96	85	9	21	27	16	38
		45%	46%	43%	53%	39%	39%	42%
	A lot	74	60	7	15	25	19	36
		34%	33%	33%	38%	36%	46%	40%
Difficulties changing between different transport modes	**Not at all**	55	50	5	5	15	5	20
		26%	27%	24%	13%	21%	12%	22%
	A little	90	77	9	22	29	19	37
		42%	42%	43%	55%	41%	46%	41%
	A lot	59	46	7	12	23	16	27
		27%	25%	33%	30%	33%	39%	30%

'How important is it the Transport Strategy aims to…?' by mode of transport *(some data has been redacted due to low base size)*

		Total	Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base		**213**	**181**	**20**	**39**	**69**	**40**	**90**
Support housing and employment growth and vibrancy	**Not important**	11	9	1	1	5	-	4
		5%	5%	5%	3%	7%	-	4%
	Quite important	71	62	6	15	23	12	30
		33%	34%	30%	39%	33%	30%	33%
	Very important	126	106	13	23	38	27	56
		59%	59%	65%	59%	55%	68%	62%
Support a high quality of life for people who live in, work in and visit Basingstoke	**Not important**	2	1	1	1	2	1	1
		1%	1%	5%	3%	3%	3%	1%
	Quite important	39	35	4	5	17	4	16
		18%	19%	20%	13%	25%	10%	18%
	Very important	170	143	15	33	48	35	71
		80%	79%	75%	85%	70%	88%	79%
Support inclusive and accessible communities	**Not important**	7	5	-	3	3	-	3
		3%	3%	-	8%	4%	-	3%
	Quite important	65	58	5	13	18	13	19
		31%	32%	25%	33%	26%	33%	21%
	Very important	136	113	15	23	45	27	66
		64%	62%	75%	59%	65%	68%	73%

‘To what extent do you agree or disagree with our proposed measures for…?’ by mode of transport *(some data has been redacted due to low base size)*

			Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base		**215**	**183**	**21**	**40**	**70**	**41**	**90**
Theme One: Improving access to and within the town centre	**Strongly disagree**	5	3	2	-	3	1	3
		2%	2%	10%	-	4%	2%	3%
	Disagree	3	2	-	-	-	-	2
		1%	1%	-	-	-	-	2%
	Neither agree nor disagree	27	23	3	5	7	4	13
		13%	13%	14%	13%	10%	10%	14%
	Agree	93	84	9	22	23	18	37
		43%	46%	43%	55%	33%	44%	41%
	Strongly agree	84	68	7	13	36	17	34
		39%	37%	33%	33%	51%	42%	38%
	Unsure	2	2	-	-	-	1	-
		1%	1%	-	-	-	2%	-
Theme Two: Integrating new developments with well planned transport schemes	**Strongly disagree**	2	2	1	-	1	-	2
		1%	1%	5%	-	1%	-	2%
	Disagree	4	4	2	1	1	1	1
		2%	2%	10%	3%	1%	2%	1%
	Neither agree nor disagree	17	14	1	2	5	2	8
		8%	8%	5%	5%	7%	5%	9%
	Agree	66	56	4	20	20	13	31
		31%	31%	19%	50%	29%	32%	34%
	Strongly agree	120	101	12	16	41	23	46
		56%	55%	57%	40%	59%	56%	51%
	Unsure	3	3	1	1	1	1	1
		1%	2%	5%	3%	1%	2%	1%
Theme Three: Providing a step change in the quality of local public transport	**Strongly disagree**	2	2	1	-	1	-	2
		1%	1%	5%	-	1%	-	2%
	Disagree	5	5	1	1	1	1	2
		2%	3%	5%	3%	1%	2%	2%
	Neither agree nor disagree	24	20	1	4	7	5	8
		11%	11%	5%	10%	10%	12%	9%
	Agree	63	59	5	12	13	8	25
		29%	32%	24%	30%	19%	20%	28%
	Strongly agree	114	91	13	22	47	26	51
		53%	50%	62%	55%	67%	63%	57%
	Unsure	3	3	-	-	-	1	-
		1%	2%	-	-	-	2%	-

Theme Four: Developing priority strategic walking and cycling corridors	**Strongly disagree**	8	7	1	1	1	1	4
		4%	4%	5%	3%	1%	2%	4%
	Disagree	9	9	1	2	2	2	3
		4%	5%	5%	5%	3%	5%	3%
	Neither agree nor disagree	29	27	3	-	12	5	7
		14%	15%	14%	-	17%	12%	8%
	Agree	53	47	6	5	15	6	19
		25%	26%	29%	13%	21%	15%	21%
	Strongly agree	109	86	9	31	38	25	55
		51%	47%	43%	78%	54%	61%	61%
	Unsure	5	5	1	1	1	2	1
		2%	3%	5%	3%	1%	5%	1%
Theme Five: Managing journey times and reliability on key routes	**Strongly disagree**	4	4	2	1	2	-	3
		2%	2%	10%	3%	3%	-	3%
	Disagree	2	1	-	1	1	1	1
		1%	1%	-	3%	1%	2%	1%
	Neither agree nor disagree	27	24	1	4	7	4	14
		13%	13%	5%	10%	10%	10%	16%
	Agree	75	65	7	18	21	13	32
		35%	36%	33%	45%	30%	32%	36%
	Strongly agree	104	87	11	16	37	22	39
		48%	48%	52%	40%	53%	54%	43%
	Unsure	1	1	-	-	-	1	-
		1%	1%	-	-	-	2%	-
Theme Six: Maintaining Basingstoke's strong strategic transport connections	**Strongly disagree**	2	2	1	-	1	-	2
		1%	1%	5%	-	1%	-	2%
	Disagree	3	3	2	1	2	-	1
		1%	2%	10%	3%	3%	-	1%
	Neither agree nor disagree	23	19	1	5	6	3	12
		11%	10%	5%	13%	9%	7%	13%
	Agree	69	62	2	13	20	13	27
		32%	34%	10%	33%	29%	32%	30%
	Strongly agree	111	91	14	19	38	23	44
		52%	50%	67%	48%	54%	56%	49%
	Unsure	4	4	1	2	1	2	3
		2%	2%	5%	5%	1%	5%	3%

Theme Seven: Future proofing of the transport network	Strongly disagree	3	3	1	-	1	-	2
		1%	2%	5%	-	1%	-	2%
	Disagree	4	2	1	2	3	2	3
		2%	1%	5%	5%	4%	5%	3%
	Neither agree nor disagree	20	16	1	6	7	2	10
		9%	9%	5%	15%	10%	5%	11%
	Agree	58	51	5	10	16	10	19
		27%	28%	24%	25%	23%	24%	21%
	Strongly agree	124	105	13	21	41	25	54
		58%	57%	62%	53%	59%	61%	60%
	Unsure	5	5	-	1	1	2	1
		2%	3%	-	3%	1%	5%	1%

‘Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke?’ by mode of transport *(some data has been redacted due to low base size)*

	Total	Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base	**215**	**183**	**21**	**40**	**70**	**41**	**90**
A Mass Rapid Transit system	**102**	84	8	20	34	21	41
	47%	46%	38%	50%	49%	51%	46%
A more reliable bus service	**121**	106	16	25	50	23	56
	56%	58%	76%	63%	71%	56%	62%
A cross-town bus service	**78**	68	7	13	33	15	33
	36%	37%	33%	33%	47%	37%	37%
Improved interchange between bus and rail services	**84**	70	8	17	23	22	33
	39%	38%	38%	43%	33%	54%	37%
Improved walking routes/networks across town	**108**	92	13	32	35	22	65
	50%	50%	62%	80%	50%	54%	72%
Improved cycling routes/networks across town	**96**	82	11	38	22	17	52
	45%	45%	52%	95%	31%	42%	58%
Other	**20**	18	3	6	5	6	7
	9%	10%	14%	15%	7%	15%	8%
None of the above	**19**	19	-	-	-	2	2
	9%	10%	-	-	-	5%	2%
I do not travel by car	**9**	-	2	2	8	6	6
	4%	-	10%	5%	11%	15%	7%

‘To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at...?’ by mode of transport *(some data has been redacted due to low base size)*

		Total	Private motor vehicle	Taxi	Bike	Bus	Train	By foot
Base		**213**	**182**	**21**	**40**	**69**	**41**	**89**
Ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments	**Strongly disagree**	4	2	-	-	2	2	3
		2%	1%	-	-	3%	5%	3%
	Disagree	4	4	-	2	2	1	2
		2%	2%	-	5%	3%	2%	2%
	Neither agree nor disagree	22	20	1	6	10	2	15
		10%	11%	5%	15%	15%	5%	17%
	Agree	72	63	8	11	21	9	26
		34%	35%	38%	28%	30%	22%	29%
	Strongly agree	102	86	9	21	30	25	39
		48%	47%	43%	53%	44%	61%	44%
	Unsure	6	4	2	-	3	2	3
		3%	2%	10%	-	4%	5%	3%
Improving linkages between the M3 and the M4 motorways (between the A34 and M25)	**Strongly disagree**	8	5	2	2	3	3	3
		4%	3%	10%	5%	4%	7%	3%
	Disagree	14	13	1	4	5	1	7
		7%	7%	5%	10%	7%	2%	8%
	Neither agree nor disagree	41	29	3	13	18	9	24
		19%	16%	14%	33%	26%	22%	27%
	Agree	62	55	6	10	19	12	23
		29%	30%	29%	25%	28%	29%	26%
	Strongly agree	75	72	8	9	18	13	23
		35%	40%	38%	23%	26%	32%	26%
	Unsure	7	3	-	1	4	2	6
		3%	2%	-	3%	6%	5%	7%
The role and function of the A33 between Basingstoke and Reading.	**Strongly disagree**	3	2	1	-	3	1	1
		1%	1%	5%	-	4%	2%	1%
	Disagree	8	6	-	4	4	2	6
		4%	3%	-	10%	6%	5%	7%
	Neither agree nor disagree	29	21	3	10	12	8	16
		14%	12%	14%	25%	17%	20%	18%
	Agree	66	58	5	10	16	11	26
		31%	32%	24%	25%	23%	27%	29%
	Strongly agree	98	90	11	16	29	18	35
		46%	50%	52%	40%	42%	44%	39%
	Unsure	7	4	1	-	4	1	4
		3%	2%	5%	-	6%	2%	5%

The role and function of the A339 between Basingstoke and Newbury	**Strongly disagree**	3	3	-	-	1	-	-
		1%	2%	-	-	1%	-	-
	Disagree	8	6	-	4	4	2	7
		4%	3%	-	10%	6%	5%	8%
	Neither agree nor disagree	39	30	7	9	19	5	18
		18%	17%	33%	23%	28%	12%	20%
	Agree	73	63	4	15	18	19	28
		34%	35%	19%	38%	26%	46%	32%
	Strongly agree	75	70	8	10	19	12	28
		35%	39%	38%	25%	28%	29%	32%
	Unsure	11	7	1	2	5	2	5
		5%	4%	5%	5%	7%	5%	6%
Strategic multi-modal improvements between A30 (West) and A339	**Strongly disagree**	4	3	-	-	2	2	-
		2%	2%	-	-	3%	5%	-
	Disagree	6	5	-	3	3	1	5
		3%	3%	-	8%	4%	2%	6%
	Neither agree nor disagree	47	36	5	12	19	8	24
		22%	20%	24%	30%	28%	20%	27%
	Agree	72	60	8	16	25	16	30
		34%	33%	38%	40%	36%	39%	34%
	Strongly agree	61	59	7	9	14	13	21
		29%	32%	33%	23%	20%	32%	24%
	Unsure	17	14	-	-	3	1	6
		8%	8%	-	-	4%	2%	7%
Investigating the potential of new rail stations	**Strongly disagree**	6	5	1	5	3	2	6
		3%	3%	5%	13%	4%	5%	7%
	Disagree	10	10	1	1	-	1	1
		5%	6%	5%	3%	-	2%	1%
	Neither agree nor disagree	35	31	5	6	10	3	14
		16%	17%	24%	15%	15%	7%	16%
	Agree	63	54	6	13	22	8	27
		30%	30%	29%	33%	32%	20%	30%
	Strongly agree	91	76	8	15	31	27	39
		43%	42%	38%	38%	45%	66%	44%
	Unsure	3	2	-	-	2	-	1
		1%	1%	-	-	3%	-	1%

Considering improvements to the motorway network	Strongly disagree	12	6	2	6	9	4	6
		6%	3%	10%	15%	13%	10%	7%
	Disagree	29	26	3	8	6	6	13
		14%	14%	14%	20%	9%	15%	15%
	Neither agree nor disagree	42	36	4	10	15	7	20
		20%	20%	19%	25%	22%	17%	23%
	Agree	69	61	6	10	16	10	27
		32%	34%	29%	25%	23%	24%	30%
	Strongly agree	44	40	4	6	16	11	15
		21%	22%	19%	15%	23%	27%	17%
	Unsure	9	6	-	-	3	1	4
		4%	3%	-	-	4%	2%	5%

Key questions by reason for travel

'To what extent do the issues we have identified concern you?' by reason of travel *(some data has been redacted due to low base size)*

		Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/ recreation	To access local services
Base		208	129	84	40	153	21	138	102
Traffic congestion and delays	Not at all	12	8	4	3	7	-	9	4
		6%	6%	5%	8%	5%	-	7%	4%
	A little	77	46	32	13	58	12	50	39
		37%	36%	38%	33%	38%	57%	36%	38%
	A lot	116	73	46	24	87	9	78	58
		56%	57%	55%	60%	57%	43%	57%	57%
Public transport less attractive than travelling by car	Not at all	28	19	11	4	17	-	17	10
		14%	15%	13%	10%	11%	-	12%	10%
	A little	50	33	14	12	42	4	38	25
		24%	26%	17%	30%	28%	19%	28%	25%
	A lot	125	74	57	24	92	17	82	67
		60%	57%	68%	60%	60%	81%	59%	66%
Walking and cycling provision is not consistent	Not at all	38	17	17	7	26	4	22	11
		18%	13%	20%	18%	17%	19%	16%	11%
	A little	60	39	19	10	44	7	43	26
		29%	30%	23%	25%	29%	33%	31%	26%
	A lot	101	69	43	23	77	10	69	63
		49%	54%	51%	58%	50%	48%	50%	62%
Constraints on town centre access and movement	Not at all	35	18	14	7	25	6	21	13
		17%	14%	17%	18%	16%	29%	15%	13%
	A little	95	63	38	15	68	12	65	46
		46%	49%	45%	38%	44%	57%	47%	45%
	A lot	68	43	30	18	54	3	49	41
		33%	33%	36%	45%	35%	14%	36%	40%
Difficulties changing between different transport modes	Not at all	55	36	24	5	33	3	31	17
		26%	28%	29%	13%	22%	14%	23%	17%
	A little	88	59	36	20	70	12	64	54
		42%	46%	43%	50%	46%	57%	46%	53%
	A lot	54	26	21	15	44	6	39	28
		26%	20%	25%	38%	29%	29%	28%	28%

'How important is it the Transport Strategy aims to…?' by reason of travel *(some data has been redacted due to low base size)*

		Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/ recreation	To access local services
Base		**206**	**127**	**83**	**40**	**152**	**21**	**137**	**101**
Support housing and employment growth and vibrancy	**Not important**	11	7	5	1	8	1	7	7
		5%	6%	6%	3%	5%	5%	5%	7%
	Quite important	67	41	27	15	48	9	43	28
		33%	32%	33%	38%	32%	43%	31%	28%
	Very important	123	78	48	24	92	10	86	65
		60%	61%	58%	60%	61%	48%	63%	64%
Support a high quality of life for people who live in, work in and visit Basingstoke	**Not important**	2	1	2	1	1	1	1	1
		1%	1%	2%	3%	1%	5%	1%	1%
	Quite important	35	21	11	5	26	3	24	21
		17%	17%	13%	13%	17%	14%	18%	21%
	Very important	167	103	69	34	124	17	111	78
		81%	81%	83%	85%	82%	81%	81%	77%
Support inclusive and accessible communities	**Not important**	6	6	2	3	5	-	6	5
		3%	5%	2%	8%	3%	-	4%	5%
	Quite important	64	35	23	16	45	9	39	28
		31%	28%	28%	40%	30%	43%	29%	28%
	Very important	131	84	55	21	99	12	91	67
		64%	66%	66%	53%	65%	57%	66%	66%

'To what extent do you agree or disagree with our proposed measures for…?' by reason of travel *(some data has been redacted due to low base size)*

		Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/ recreation	To access local services
Base		**208**	**129**	**84**	**40**	**153**	**21**	**138**	**102**
Theme One: Improving access to and within the town centre	**Strongly disagree**	5	2	3	1	3	-	2	2
		2%	2%	4%	3%	2%	-	1%	2%
	Disagree	3	2	1	1	3	-	3	2
		1%	2%	1%	3%	2%	-	2%	2%
	Neither agree nor disagree	27	15	12	6	15	5	11	9
		13%	12%	14%	15%	10%	24%	8%	9%
	Agree	91	60	39	16	67	10	65	42
		44%	47%	46%	40%	44%	48%	47%	41%
	Strongly agree	80	49	27	16	64	6	56	46
		39%	38%	32%	40%	42%	29%	41%	45%
	Unsure	1	-	1	-	1	-	1	1
		1%	-	1%	-	1%	-	1%	1%
Theme Two: Integrating new developments with well planned transport schemes	**Strongly disagree**	2	1	-	-	1	-	1	1
		1%	1%	-	-	1%	-	1%	1%
	Disagree	4	2	-	3	1	-	2	-
		2%	2%	-	8%	1%	-	1%	-
	Neither agree nor disagree	17	10	9	1	11	2	9	8
		8%	8%	11%	3%	7%	10%	7%	8%
	Agree	63	44	25	11	46	6	48	33
		30%	34%	30%	28%	30%	29%	35%	32%
	Strongly agree	117	70	45	24	90	13	76	58
		56%	54%	54%	60%	59%	62%	55%	57%
	Unsure	2	1	2	-	2	-	2	2
		1%	1%	2%	-	1%	-	1%	2%

Theme Three: Providing a step change in the quality of local public transport	**Strongly disagree**	2	1	-	-	1	-	1	1
		1%	1%	-	-	1%	-	1%	1%
	Disagree	5	3	1	2	2	-	2	2
		2%	2%	1%	5%	1%	-	1%	2%
	Neither agree nor disagree	23	13	14	5	14	2	12	9
		11%	10%	17%	13%	9%	10%	9%	9%
	Agree	65	44	20	15	49	7	47	28
		31%	34%	24%	38%	32%	33%	34%	28%
	Strongly agree	106	67	43	18	82	12	73	60
		51%	52%	51%	45%	54%	57%	53%	59%
	Unsure	3	-	2	-	3	-	2	1
		1%	-	2%	-	2%	-	1%	1%
Theme Four: Developing priority strategic walking and cycling corridors	**Strongly disagree**	8	3	3	1	6	2	6	3
		4%	2%	4%	3%	4%	10%	4%	3%
	Disagree	10	6	4	2	5	1	6	5
		5%	5%	5%	5%	3%	5%	4%	5%
	Neither agree nor disagree	29	11	12	8	21	2	17	8
		14%	9%	14%	20%	14%	10%	12%	8%
	Agree	50	32	17	9	39	5	35	25
		24%	25%	20%	23%	26%	24%	25%	25%
	Strongly agree	104	73	43	20	77	11	70	58
		50%	57%	51%	50%	50%	52%	51%	57%
	Unsure	5	3	3	-	4	-	4	3
		2%	2%	4%	-	3%	-	3%	3%
Theme Five: Managing journey times and reliability on key routes	**Strongly disagree**	4	2	1	-	2	-	1	1
		2%	2%	1%	-	1%	-	1%	1%
	Disagree	2	1	1	-	2	-	2	-
		1%	1%	1%	-	1%	-	1%	-
	Neither agree nor disagree	26	15	10	3	19	2	14	11
		13%	12%	12%	8%	12%	10%	10%	11%
	Agree	69	41	26	13	56	7	52	37
		33%	32%	31%	33%	37%	33%	38%	36%
	Strongly agree	104	69	43	24	73	12	68	52
		50%	54%	51%	60%	48%	57%	49%	51%
	Unsure	1	-	1	-	1	-	1	1
		1%	-	1%	-	1%	-	1%	1%
Theme Six: Maintaining Basingstoke's strong strategic transport connections	**Strongly disagree**	2	1	-	-	1	-	1	1
		1%	1%	-	-	1%	-	1%	1%
	Disagree	3	2	2	-	2	-	2	-
		1%	2%	2%	-	1%	-	1%	-
	Neither agree nor disagree	22	9	10	1	15	1	12	8
		11%	7%	12%	3%	10%	5%	9%	8%
	Agree	65	41	25	16	51	11	48	32
		31%	32%	30%	40%	33%	52%	35%	31%
	Strongly agree	108	71	40	23	78	8	71	56
		52%	55%	48%	58%	51%	38%	51%	55%
	Unsure	5	4	4	-	5	1	4	5
		2%	3%	5%	-	3%	5%	3%	5%
Theme Seven: Future proofing of the transport network	**Strongly disagree**	3	1	1	-	2	-	1	1
		1%	1%	1%	-	1%	-	1%	1%
	Disagree	2	1	-	1	1	-	2	-
		1%	1%	-	3%	1%	-	1%	-
	Neither agree nor disagree	20	8	11	1	13	2	9	10
		10%	6%	13%	3%	9%	10%	7%	10%
	Agree	55	33	17	9	42	8	43	22
		26%	26%	20%	23%	28%	38%	31%	22%
	Strongly agree	121	82	50	29	90	11	77	64
		58%	64%	60%	73%	59%	52%	56%	63%
	Unsure	6	3	4	-	5	-	6	5
		3%	2%	5%	-	3%	-	4%	5%

'Which of the following measures do you feel would provide a realistic alternative to using your car for journeys around Basingstoke?' by reason for travel *(some data has been redacted due to low base size)*

	Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/ recreation	To access local services
Base	**208**	**129**	**84**	**40**	**153**	**21**	**138**	**102**
A Mass Rapid Transit system	**95**	58	37	24	73	10	63	48
	46%	45%	44%	60%	48%	48%	46%	47%
A more reliable bus service	**116**	77	44	22	90	13	85	66
	56%	60%	52%	55%	59%	62%	62%	65%
A cross-town bus service	**74**	47	30	14	52	3	47	37
	36%	36%	36%	35%	34%	14%	34%	36%
Improved interchange between bus and rail services	**78**	42	31	21	62	12	53	41
	38%	33%	37%	53%	41%	57%	38%	40%
Improved walking routes/networks across town	**106**	74	45	20	76	9	72	60
	51%	57%	54%	50%	50%	43%	52%	59%
Improved cycling routes/networks across town	**94**	68	42	15	70	12	66	53
	45%	53%	50%	38%	46%	57%	48%	52%
Other	**18**	16	6	3	16	6	16	12
	9%	12%	7%	8%	11%	29%	12%	12%
None of the above	**19**	4	11	4	11	1	8	3
	9%	3%	13%	10%	7%	5%	6%	3%
I do not travel by car	**8**	4	4	1	5	-	4	3
	4%	3%	5%	3%	3%	-	3%	3%

'To what extent do you agree or disagree that the Transport Strategy should plan for longer term housing and jobs growth by looking at...?' by reason for travel *(some data has been redacted due to low base size)*

		Total	I live in Basingstoke	I work in Basingstoke	I commute via Basingstoke	To go shopping	To study or do the school run	For leisure/ recreation	To access local services
Base		**206**	**128**	**83**	**40**	**152**	**20**	**137**	**102**
Ensuring that any Mass Rapid Transit system is capable of expanding to reach new developments	**Strongly disagree**	4	4	1	1	2	-	2	2
		2%	3%	1%	3%	1%	-	2%	2%
	Disagree	4	2	3	-	2	-	3	3
		2%	2%	4%	-	1%	-	2%	3%
	Neither agree nor disagree	21	13	8	2	14	3	12	13
		10%	10%	10%	5%	9%	15%	9%	13%
	Agree	73	46	30	12	58	10	57	33
		35%	36%	36%	30%	38%	50%	42%	32%
	Strongly agree	94	56	37	22	70	6	60	46
		46%	44%	45%	55%	46%	30%	44%	45%
	Unsure	7	6	2	2	4	1	2	4
		3%	5%	2%	5%	3%	5%	2%	4%

Improving linkages between the M3 and the M4 motorways (between the A34 and M25)	**Strongly disagree**	8	4	5	1	6	-	4	4
		4%	3%	6%	3%	4%	-	3%	4%
	Disagree	13	8	5	1	9	2	8	7
		6%	6%	6%	3%	6%	10%	6%	7%
	Neither agree nor disagree	39	26	19	8	27	4	22	18
		19%	20%	23%	20%	18%	20%	16%	18%
	Agree	56	33	20	8	43	9	44	26
		27%	26%	24%	20%	28%	45%	32%	26%
	Strongly agree	77	47	29	18	58	5	49	41
		37%	37%	35%	45%	38%	25%	36%	40%
	Unsure	7	5	3	2	6	-	6	3
		3%	4%	4%	5%	4%	-	4%	3%
The role and function of the A33 between Basingstoke and Reading.	**Strongly disagree**	3	2	2	1	3	-	2	2
		2%	2%	2%	3%	2%	-	2%	2%
	Disagree	7	4	2	-	7	2	5	7
		3%	3%	2%	-	5%	10%	4%	7%
	Neither agree nor disagree	28	19	19	5	16	2	14	11
		14%	15%	23%	13%	11%	10%	10%	11%
	Agree	64	33	21	13	48	3	45	31
		31%	26%	25%	33%	32%	15%	33%	30%
	Strongly agree	95	65	35	20	70	13	64	47
		46%	51%	42%	50%	46%	65%	47%	46%
	Unsure	7	4	3	1	6	-	6	3
		3%	3%	4%	3%	4%	-	4%	3%
The role and function of the A339 between Basingstoke and Newbury	**Strongly disagree**	3	-	2	-	2	-	1	1
		2%	-	2%	-	1%	-	1%	1%
	Disagree	7	5	2	-	6	2	4	6
		3%	4%	2%	-	4%	10%	3%	6%
	Neither agree nor disagree	38	24	18	9	28	4	24	19
		18%	19%	22%	23%	18%	20%	18%	19%
	Agree	71	40	25	15	52	2	51	34
		35%	31%	30%	38%	34%	10%	37%	33%
	Strongly agree	73	49	29	14	53	10	46	35
		35%	38%	35%	35%	35%	50%	34%	34%
	Unsure	10	7	5	1	8	2	8	4
		5%	6%	6%	3%	5%	10%	6%	4%
Strategic multi-modal improvements between A30 (West) and A339	**Strongly disagree**	3	-	1	-	3	-	1	1
		2%	-	1%	-	2%	-	1%	1%
	Disagree	5	2	2	1	5	2	3	5
		2%	2%	2%	3%	3%	10%	2%	5%
	Neither agree nor disagree	45	28	22	9	35	4	30	24
		22%	22%	27%	23%	23%	20%	22%	24%
	Agree	72	39	27	13	55	6	53	36
		35%	31%	33%	33%	36%	30%	39%	35%
	Strongly agree	59	40	24	12	38	5	33	27
		29%	31%	29%	30%	25%	25%	24%	27%
	Unsure	16	14	5	4	13	3	14	7
		8%	11%	6%	10%	9%	15%	10%	7%

Investigating the potential of new rail stations	**Strongly disagree**	6	5	3	1	4	1	4	3
		3%	4%	4%	3%	3%	5%	3%	3%
	Disagree	12	7	7	4	8	2	8	4
		6%	6%	8%	10%	5%	10%	6%	4%
	Neither agree nor disagree	35	23	15	5	27	3	24	15
		17%	18%	18%	13%	18%	15%	18%	15%
	Agree	60	40	24	9	46	4	45	36
		29%	31%	29%	23%	30%	20%	33%	35%
	Strongly agree	84	47	33	21	61	9	52	40
		41%	37%	40%	53%	40%	45%	38%	39%
	Unsure	4	2	-	-	3	-	2	2
		2%	2%	-	-	2%	-	2%	2%
Considering improvements to the motorway network	**Strongly disagree**	10	3	4	1	8	1	6	7
		5%	2%	5%	3%	5%	5%	4%	7%
	Disagree	29	18	11	7	21	4	19	14
		14%	14%	13%	18%	14%	20%	14%	14%
	Neither agree nor disagree	41	28	16	7	30	4	26	18
		20%	22%	19%	18%	20%	20%	19%	18%
	Agree	66	40	28	8	53	7	53	37
		32%	31%	34%	20%	35%	35%	39%	36%
	Strongly agree	43	26	17	14	28	3	22	19
		21%	20%	21%	35%	18%	15%	16%	19%
	Unsure	9	7	3	2	7	1	7	3
		4%	6%	4%	5%	5%	5%	5%	3%

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	16 July 2019
Title:	Commuted Sums Policy Guidance
Report From:	Director of Economy, Transport and Environment

Contact name: Stuart Giddings

Tel: 01962 813088 **Email:** stuart.giddings@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to update the Executive Member for Economy, Transport and Environment on the development of new Commuted Sums Policy Guidance and Commuted Sums Calculator and seek approval in principle for the proposed approach before engagement and consultation with local planning authorities and developers.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the proposed Commuted Sums Policy Guidance and Calculator, as appended, and authorises engagement with stakeholders as the next stage of their development.
3. That in the absence of relevant objections that cannot be reasonably overcome arising from stakeholder engagement, authority is delegated to the Director of Economy, Transport and Environment to finalise and implement the Commuted Sum Policy Guidance and Calculator.
4. That authority is delegated to the Director of Economy, Transport and Environment to make future minor amendments and additions to the Commuted Sums Policy Guidance and Calculator in consultation with the Executive Member for Economy, Transport and Environment as appropriate.
5. That authority is delegated to the Director of Economy, Transport and Environment, in consultation with the Director of Corporate Resources, to review the commuted sum discount rate at least once every five years and amend if required to ensure arrangements are reflective of interest rates and construction costs.
6. That the Executive Member for Economy, Transport and Environment approves the revisions to the Highway Maintenance and Management Plan Policy HW6 – New Infrastructure, attached to this report as Appendix 1.

Executive Summary

7. This paper seeks to outline the work undertaken to review the current Commuted Sum Policy (2007) and replace this with up to date policy guidance that reflects national guidance and aligns with Hampshire County Council's Highway Maintenance Management Plan (HMMP) policies.

8. The proposed Commuted Sums Policy Guidance and Calculator should ensure that Hampshire County Council receives fair and adequate commuted sums from future development through robust and transparent processes.

Contextual information

Background

9. In recent years the pressure on all local government funding has increased substantially. Highway authorities are under extreme pressure to maintain the condition of the highway network and to achieve the service standards that users have been accustomed to.

10. The adoption of transport infrastructure assets by Hampshire County Council from new developments result in the County Council, as the Highway Authority, incurring increased maintenance and replacement costs for those assets in perpetuity.

11. To ensure that Hampshire County Council receives fair and adequate levels of support from development, consultants (Atkins) were commissioned to review current processes and assist the development of Hampshire County Council's application of commuted sums. The principles behind the proposal are to ensure full cost recovery and ensure the maintenance of all adopted roads.

12. The Atkins report identified several areas where Hampshire could improve its processes. The two key items were:

    - whilst there is one overarching Hampshire County Council commuted sum policy document, there are a number of associated documents available which refer to Commuted Sums (CS) and how they are calculated. This could potentially be confusing for developers and does not necessarily provide a transparent process or robust audit trail on which CS decisions are based; and

    - Hampshire County Council's current commuted sum policy document was approved by the Executive Member in 2007. This precedes the County Surveyors Society (CSS) Commuted Sums Guidance (2009) and therefore does not necessarily reflect current national guidance.

13. The Atkins report suggested that the application of the following national guidance documents should ensure that the costs of maintaining new infrastructure are adequately provided for in the long term.
    - the CSS Commuted Sums for Maintaining Infrastructure Assets Guidance (2009);
    - the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) Commuted Sums Levied for Traffic Signals Guidance (2014); and
    - the ADEPT Bridges Commuted Sums Guidance (2017).

14. This report outlines the work undertaken in the development of clear and consistent policy guidance, the development of a commuted sums calculator and a comparison between the current and anticipated commuted sums for a sample of Section 38 and Section 278 agreements. This report also identifies the benefits of the proposed guidance and calculator, the potential issues and how these issues can be mitigated.

Policy and Policy Guidance

15. Hampshire County Council's Highway Management Maintenance Plan (HMMP) policy document contains a Policy (HW6) concerning 'New Infrastructure'. This policy relates to all new infrastructure constructed on the public highway and requires construction to be designed and constructed to the appropriate standards. The Policy does not however refer directly to the application of commuted sums for future maintenance; the application of commuted sums is referenced in the policy guidance and procedures.

16. It is proposed that the wording in Policy HW6 is amended so that the application of commuted sums is clear and the new policy guidance is fully referenced, see Appendix 1.

17. The new detailed policy guidance (Appendix 2) has been developed to replace all previous guidance regarding commuted sums for highway maintenance in a concise document which will be made publicly available. The new guidance will be controlled, reviewed annually by the Asset Management Planning Group (AMPG) and form part of the supporting documentation for Policy HW6. The key points of the guidance include:
    - the types of developments and time periods for the application of commuted sums;
    - the asset types and asset elements for which commuted sums may apply;
    - the material specification options described in terms of the commuted sums categories on which the commuted sums will be based; and
    - the method used to calculate commuted sums for each asset type and asset element.

Calculation of Commuted Sums

18. The detailed policy guidance is supported by a commuted sum calculator (Appendix 3). This calculator will be made publicly available and will enable anyone wishing to enter into an agreement with the Highway Authority to calculate the commuted sum for maintenance and, as appropriate, amend their designs to reduce the commuted sum cost by using 'standard' materials and layouts. In many cases the applicant should be able to design a layout where little or no commuted sums would be payable.

19. It is proposed that commuted sums are calculated over a 60 year maintenance period for Section 38s and 30 years for Section 278s. Structures are calculated over a 120 year maintenance period for both Section 38s and Section 278s. These timeframes align with both the CSS and ADEPT guidance

recommendations and reflect the differing whole life maintenance costs associated with these types of development.

20. One of principles outlined in the CSS guidance is the application of a discount rate. Commuted sums are paid upfront so to allow for the fact they will be earning interest, which makes up part of the payment; the guidance recommends a discount rate be applied.

21. The recommended CSS discount rate (2.2%) was set in 2009 when interest rates were higher than inflation. If the discount rate is applied in the current financial climate there would be a significant shortfall in funds received for maintenance over the agreed period as inflation is currently running at a higher level than interest rates. To clarify this further, the current road construction industry inflation rate (3.9%) is significantly higher than the current retail price index inflation rate (2.3%) further exacerbating the issue.

22. It is proposed that Hampshire County Council doesn't apply a discount rate in the short term but monitors interest rates and construction costs and undertakes a periodic review at least every 5 years to allow for fluctuations in volatile construction rates, in consultation with the Director of Corporate Resources, and adjusts this approach if deemed appropriate.

23. To understand the potential effects of the proposed calculator a review was undertaken on a sample of historic development sites (15 Section 38s and 10 Section 278s). Commuted sum costs were calculated using both the current method and the new calculator.

24. Summary of trial results:
    - on average the commuted sum costs using the new calculator were higher;
    - the increase in Section 38 costs was approximately twice the current costs; and
    - the increase in Section 278 costs was approximately 4 times the current costs.

25. However, when the scheme designs were adjusted to use Hampshire County Council preferred standard materials and layouts wherever possible, the costs reduced significantly:
    - CS costs for Section 38s reduced to 21% below current costs;
    - approximately half of the Section 38 sites incurred no CS costs; and
    - CS costs for Section 278s reduced from approx. 4 times above current costs down to approx. 2.5 times above current costs.

    A detailed summary of the results can be found in Appendix 4.

26. It should be noted that the significantly higher CS costs for Section 278 agreements were predominately due to the increase in costs associated with installing and maintaining traffic signal equipment and structures.

27. CS costs for structures are currently based on 20% of the actual construction cost. Using the ADEPT Bridges element of the new calculator these costs will increase to approximately the full construction cost. The structures team face

significant maintenance funding challenges for large bridges such as Langstone and Redbridge Causeway. To ensure future funding requirements are met, and to avoid significant shortfalls for structures in the future, the increase in CS costs is considered necessary and a more accurate representation of maintenance need.

28. The current CS costs for traffic signal equipment are based on 10% of construction cost. The costs using the new calculator rise significantly. However, the increase is deemed essential to meet future demand. Innovations in traffic control technology has meant traffic signals are increasingly used to add capacity and balance demand due to traffic growth and development. These larger more complex junctions have significantly higher energy, maintenance and replacement costs. They also require new and expensive technologies which are more prone to obsolescence and therefore need to be replaced more frequently.

29. The Countryside Service has been consulted as part of the work to develop the new CS Policy Guidance and the Executive Member for Countryside and Rural Affairs has been made aware.

Benefits and Risks

30. The current CS policy documents have been in existence for many years and therefore do not necessarily reflect current national guidance or Hampshire County Council's current approach. The need to revise the CS process presented a number of opportunities to improve the current situation and deliver some benefits, including:
    - providing up to date detailed guidance in one document and providing a tool to calculate the financial commitment for an applicant;
    - providing a transparent process with a robust audit trail on which commuted sum decisions are made;
    - ensuring that the additional costs of maintaining enhanced materials and layouts are adequately provided for in the long term using asset management lifecycle principles;
    - reducing the highway maintenance burden by promoting resilient material specifications and promoting highway layouts which provide for the needs of highway users;
    - promoting sensible solutions which will minimise whole life costs for the Highway Authority and help to limit non-essential highway infrastructure; and
    - providing developers with options that incur no commuted sums to encourage development and ensure that roads are put forward for adoption.

31. There are concerns that a more comprehensive commuted sum calculator, especially for non-standard designs, layouts and enhanced materials, may deter development in Hampshire and reduce the investment associated with growth in the County. There is also a risk that more developers decide not to offer up new estate roads for adoption, and instead retain them as private roads with a management company to arrange all maintenance activities.

32. It is not possible to assess the impact of these risks before the new process is in operation, but the following considerations have been noted and the process can be amended if these concerns are founded:
    - developers will have the option to reduce the commuted sum cost by using standard materials and layouts. The results from the comparison of sample historic Section 38 and Section 278 agreements demonstrated that in many cases it is possible for a development to design a layout where little or no commuted sums would be payable; and
    - this process is based on national guidance but there are various options available to reduce the commuted sum costs. These could include reducing the Section 38 and Section 278 agreement timeframes the commuted sums are calculated over or through the application of a discount rate.

33. Concerns have also been raised that increasing the CS for enhanced materials and non-essential highway land may lead to wholesale use of standard materials and therefore have a negative effect on the aesthetics and 'quality of place' of developments. This comes at a time when developers are placing greater emphasis on enhanced street design and local authorities have ever increasing pressures on their budgets.

34. Clearly there's a balance to be struck between limiting the burden on local authority finances, enhancing quality of place and encouraging the adoption of estate roads. It is the Economy, Transport and Environment Department's intention to work closely with planning authorities and developers in order to achieve this balance for the benefit of Hampshire's residents.

35. The proposed commuted sum process will provide a transparent method for calculating and collecting the necessary level of income required to adequately maintain new infrastructure whilst placing greater onus on Planning Authorities and Developers to provide cost effective and sustainable solutions.

Consultation

36. Engagement with local planning authorities and developers is an important and necessary element in the development of the CS Policy Guidance. This is due to the potentially significant impact the proposed Guidance and Calculator could have on prospective development in the County, the County Council's reputation and the level of funding received for future maintenance.

37. Early stage informal discussions with planning authorities in Hampshire were initiated during the first phases of developing the CS Policy Guidance and this helped shape the draft document. However, it's proposed that further engagement with planning authorities and developers is undertaken to ensure that all viewpoints are considered and reflected in the CS Policy Guidance and Calculator where appropriate.

38. The County Council's recent declaration of a Climate Emergency recognises the need to consider and where possible to address environmental issues in all its activity. In light of this, the next stage of engagement will include an opportunity for planning authorities and developers to suggest sustainable measures both in

terms of making Hampshire more resilient to a changing climate and mitigating future climate change through reducing carbon emissions.

39. It is proposed that in the absence of relevant objections that cannot reasonably be overcome, authority be delegated to the Director of Environment and Transport to finalise and implement the Commuted Sums Policy Guidance and Calculator. If relevant objections that cannot reasonably be overcome are received in response to the consultation, a further report would be brought to the Executive Member for Economy, Transport and Environment as necessary.

Applying Commuted Sums to Hampshire County Council Capital Improvement Schemes

40. The vast majority of capital schemes are funded by Local Enterprise Partnerships (LEPs), DfT, developer contributions or various other local funding mechanisms. Historically the Economy, Transport and Environment Department (ETE) has not obtained commuted sums for highway improvement schemes delivered through the Capital Programme.

41. External grant funding is regularly secured to add to and improve the existing highway network, however, in most cases, this funding does not extend to its future maintenance.

42. Although it's recognised that the capital programme can potentially place a significant burden on the future highway maintenance budget, it is not currently intended to try and secure CS for highway improvement schemes. However, the inclusion of the CS calculator in capital scheme project appraisals will highlight the impact of these schemes and help to make informed decisions on the viability of schemes at an early stage.

43. It should be noted that although CS are not received for capital improvement schemes, an annual allowance is made to the highway maintenance budget to account for the growth of the highway network and increased future maintenance requirements generated by Capital Programme.

Finance

44. The increase in commuted sums paid to Hampshire County Council could potentially be significant for non-standard designs, reflecting the potential scale of increased future maintenance costs from such designs. However, the proposed commuted sum process will provide a transparent method for calculating and collecting the necessary level of income required to adequately maintain new infrastructure whilst placing greater onus on planning authorities and developers to provide cost effective and sustainable solutions.

45. If the implementation of a more comprehensive CS calculator, especially for non-standard designs, is proven to deter development in Hampshire, there are various options available to reduce the CS costs. These could include reducing the timeframes the CS are calculated over for Section 38 and Section 278 agreements or through the application of a discount rate. It is recommended that authority be delegated to the Director of Economy, Transport and Environment,

in consultation with the Director of Corporate Resources where relevant, to make changes such as these.

46. All CS received will be collected and managed by Hampshire Highways Service. All CS collected, other than for Rights of Way, will be recorded and held in a single account to be allocated at any time for the maintenance of Hampshire's transport infrastructure assets. CS received specifically for Rights of Way assets will be paid into the Culture, Communities and Business Services accounts and ringfenced for the Countryside Service.

Performance

47. Asset lifecycles, rates, new products and materials relating to the CS calculator and policy guidance will be reviewed on an annual basis and adjusted as appropriate.

48. The Asset Management Team will continue to liaise closely with ETE Transport teams, specifically the Highway Development Agreement Team, to ensure all feedback from developers is considered and processes adjusted if necessary.

Equalities

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

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:	no
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	no

Section 100 D - Local Government Act 1972 - background documents

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

Document	Location
None	

EQUALITIES IMPACT ASSESSMENT:

1. **Equality Duty**

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

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

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

   - The need to remove or minimise disadvantages suffered by persons sharing a relevant 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 disproportionally low.

2. **Equalities Impact Assessment:**
   The recommendations relate to policy and process and will not themselves directly affect levels of service. On this basis, it is not thought that this decision will have an impact on any groups with protected characteristics.

2.6 Policy Number HW6 - New Infrastructure

2.6.1 Introduction

In order to comply with its obligations Highway Authorities must ensure that appropriate standards are applied to the design and construction of new infrastructure. These standards will support future maintenance operations, ensure that the expected life of any new construction is achieved and that all aspects concerning safety are properly considered.

2.6.2 Policy Statement

Hampshire County Council as the Highway Authority shall provide guidance on and access to all its standards, specifications and requirements related to the design and construction of highways in Hampshire and ensure that these standards are applied appropriately.

2.6.3 Scope of the Policy

The policy covers all new infrastructure on the highway, including renewals, replacements and new additions to the network.

Hampshire County Council's standards should be used for:

- Routine, reactive and structural maintenance works.
- All new highway related improvement schemes.
- All externally funded works on, or affecting the network
- All new developments which will be adopted as Public Highway

This policy does not apply to utility reinstatements, these are covered in national guidance and legislation for street works.

2.6.4 Additional Information

Hampshire County Council manages and maintains a set of documents that provide advice, guidance and requirements for new infrastructure, these include:

- Highway construction standard details, with specifications and technical notes for guidance on their application
- Carriageway and footway surfacing guidance
- Commuted sum guidance and calculator regarding the calculation and application of commuted sums

These can be found using the link below:

https://www.hants.gov.uk/transport/developers/constructionstandards

In addition to this all third parties that are considering highway works as described above should be aware of current Department for Transport guidance (Technical notes, Design Guides and Highway Specifications)

3.7 Policy HW6: New Infrastructure

3.7.1 Supporting Information

All new infrastructure on the highway including replacements of existing assets and those assets to be adopted as highway must be constructed to an approved set of standards. These standards include:

- National designs standards and technical guidance notes. For further information go to the DfT website http://www.dft.gov.uk/
- National specifications for materials and workmanship. For further information go to the DfT website http://www.dft.gov.uk/
- Hampshire's own Standard Details and Technical Guidance Notes

To maximise the value of new infrastructure in terms of performance, long life and maintaining safety, it is essential that the Highway Authority apply these standards. To achieve this Hampshire refers developers and internal providers to these standards, manages processes for approving the design of new infrastructure and controls handover, document exchange and commuted sums processes. When these tasks have been completed appropriately new assets such as, new housing estates or sections of road can be adopted as highway maintainable at public expense. See also *Policy HW3 - Highway Status*

All new infrastructure shall comply with the current Commuted Sums guidance. Developers shall pay Hampshire County Council the sum of money calculated in the commuted sum process for the future maintenance of the asset. The commuted sums received will be utilised to support highway maintenance budgets and maintain the highway network in perpetuity.

3.7.2 Service Standards

When adopting new infrastructure or controlling developer funded improvements to the existing highway the Highway Authority will ensure that design standards, specifications and commuted sums for maintenance have been applied appropriately. The cost of overseeing these design checks, any commuted sums that are applicable and the administration of the process will be charged to the applicant/developer. The details of any agreements including; payments, commuted sums and timescales will be dealt with a on an individual project basis.

Detailed Policy Guidance – The Application of Commuted Sums for Highway Infrastructure Assets in Hampshire

1 Purpose

1.1 The purpose of this Transport Infrastructure Commuted Sums (CS) Guidance is to set out how CS will be applied by Hampshire County Council (HCC) for new transport infrastructure assets and asset elements from new developments and other highway improvement schemes. This Guidance includes:

- The types of developments and time periods for the application of CS
- The asset types and asset elements for which CS may apply
- The material specification options described in terms of the CS categories on which the CS will be based
- The method used to calculate CS for each asset type and asset element

2 Introduction

2.1 The adoption of transport infrastructure assets by HCC from new developments results in HCC, as Highway Authority, incurring increased maintenance and replacement costs for those assets in perpetuity. This guidance supersedes all previous Hampshire County Council information concerning the scope and application of CS and complies with the County Surveyors Society (CSS) Commuted Sums for Maintaining Infrastructure Assets Guidance (2009).

2.2 The funding formulae used by Government provides the basis for allocating highway maintenance funds nationally. These formulae are adjusted by Government to make provision for growth or reduction in network length; they do not however, take into account all materials, specifications and enhanced design options. Current maintenance funding does not therefore fund all future maintenance needs, for all assets, in perpetuity. This CS process supports Hampshire's Highway Asset Management aims and objectives with respect to managing and maintaining the highway asset.

2.3 In order to minimise the maintenance liability resulting from some highway designs and specifications The Highway Authority has identified those materials, specifications and layouts that are likely to incur higher maintenance costs or problematic maintenance requirements and have developed this approach to CS. Appendix A illustrates this approach in more detail and the commuted sum calculator in Appendix B provides an opportunity for users to estimate the likely Commuted Sum payable. In many instances, if the right design solution is proposed, there will be no CS applied.

2.4 This formal guidance document and the application of the CS process also applies to highway improvement schemes. These schemes are sometimes an improvement or an upgrade to existing infrastructure and they may have to tie in with existing thresholds and highway boundaries. In these circumstances the CS guidance cannot be applied fully and some flexibility regarding material specifications and designs will be considered. CS however will be applied where appropriate to take account of the increased future maintenance costs being incurred by the Highway Authority.

2.5 Where developers elect to use enhanced materials specifications and design options, as described in Appendix A, then Hampshire will require a financial contribution to offset the increased maintenance liability is funded by the developer or his sponsor. This is the Commuted Sum.

2.6 An accepted definition of a CS in relation to the adoption of new infrastructure is: *'A payment of a capital sum by an individual, authority, or company to the highway authority, local authority or other body, as a contribution towards the future maintenance of the asset to be adopted or transferred.'*
CSS Commuted Sums for Maintaining Infrastructure Assets Guidance (2009).

3 Highway Developments, Highway Improvement Schemes and Timeframes for Commuted Sum Application.

3.1 There are typically three ways in which additional assets are transferred to the Highway Authority, each has an associated time period for which CS is to be calculated. These derive from those recommended in the CSS 'Commuted Sums for Maintaining Infrastructure Assets Guidance (2009)'. They are:

- **S38 Agreements (Highway Act 1980)** - By agreement a housing estate road and its associated transport assets becomes the responsibility of the highway authority to maintain as a public highway. The majority of S38 developments increase the total length of public highway and will contribute to an adjustment to the funding formulae. The CS timeframe is defined as 60 years, this reflects the life of new developments.

- **S278 Agreement (Highway Act 1980**) - Where there is a scheme to improve the existing adopted highway as a result of new development, a S278 Agreement is used to allow external organisations to work on the public highway. The majority of these schemes do not increase the length of public highway therefore there is unlikely to be any adjustment to the funding formulae. The CS timeframe is defined as 30 years, this reflects the period until major repair or refurbishment is required.

- **Other Highway Improvements** – Transport schemes funded from other sources, often referred to as improvements to the public highway. These tend not to increase the network length, but change the quantities of transport infrastructure assets. Where CS are applied, the timescale is as with S278

Agreements, 30 years, and reflect the period until major repair or refurbishment is likely to be required.

4 Commuted Sum Categories

4.1 Hampshire has developed and grouped the material specification options into Commuted Sums Categories (CSC), where the lower the CSC number the greater the acceptability of that option and the less likely that a CS will be required. CSC details are set out in Appendix A.

4.2 Material specifications and designs for new developments and highway improvements have different 'whole life' maintenance requirements. Hampshire, as the Highway Authority do not want to stifle design and construction choice but at the same time we must encourage whole life asset management concepts in accordance with the Highway Infrastructure Asset Management Guidance (HIAMG May 2013) and the Well-Managed Highway Infrastructure, Code of Practice (Oct 2016). Hampshire therefore promotes designs and specifications that provide the optimum whole life solution.

4.3 Where a developer or sponsor elects to use a material or specification that does not offer optimum whole life costs then Hampshire shall require them to contribute to the future maintenance of the asset.

4.4 Category 1 (CSC1) options provide material or design choices that will not incur a CS. These are solutions that Hampshire, as the Highway Authority, have identified as providing both a best whole life solution and are deemed necessary for the construction and adoption of a public highway, maintainable at public expense.

4.5 Category 2 (CSC2) options allow the developer some flexibility, they are acceptable to the Highway Authority as an alternative to CSC1 but will require a CS sum to reduce the burden of an increased maintenance liability over time.

4.6 Category 3 (CSC3) options will not normally be acceptable to the Highway Authority unless the Developer can provide evidence that;

- The proposal is the only viable design option
- The proposal option adds value to both the construction project itself and the future needs of the highway asset
- That the future maintenance liability to the Highway Authority can be fully mitigated by both the design detail and the commuted sum.

To achieve the appropriate approvals for CSC3 proposals, the Developer shall;

- Discuss the proposal with the Highway Authority to ensure that the material or design is necessary

- Obtain Highway Authority approval before any agreement or Planning Approval can be issued.

Hampshire will limit the widespread use of these solutions as they tend to result in costly and/or inconvenient maintenance requirements. These materials or design options will therefore incur a more substantial CS, see the attached calculator.

4.7 Category 4 (CSC4) options will only be allowed in exceptional circumstances. For example, due to their location within a conservation area or for essential continuity purposes. If the Developer chooses to use CSC3 or CSC4 options without appropriate approvals from the Highway Authority then the highway infrastructure will not be adopted as public highway maintainable at public expense. In these circumstances the developer will be expected to confirm that they have chosen material specifications and designs that are not in accordance with HCC requirements and as a result accept that the development cannot be adopted.

It should be assumed that any material or design option not listed in the commuted sum calculator (Appendix B) is likely to be classed as CSC4 and therefore unlikely to be allowed.

It should be noted and accepted that the Highway Authority may be forced, where existing highway infrastructure prevents alternative solutions, to incorporate CSC3 and CSC4 design solutions for maintenance purposes.

5 Scope of Asset Types and Asset Elements

5.1 The scope of the asset type and asset element where CS will be applied by HCC is set out in Appendix B of this guidance, the CS Calculator.

6 The Commuted Sums Calculation

6.1 The CS calculation is based upon the CSS Commuted Sums for Maintaining Infrastructure Assets (2009) and the ADEPT Bridges Commuted Sum Guidance (2017) using typical treatment lives, renewal and replacement frequencies from Hampshire's own experience and supplier information.

6.2 The rates applied are based on Hampshire's various service contract arrangements and where known, information from suppliers. These rates are generic and in some instances compounded to allow for materials, plant and labour. The rates have then been modified and reduced to reflect a conservative estimate. Hampshire cannot provide details of the build up of the rates as this information is commercially sensitive.

7 The Commuted Sums Process

7.1 To reiterate, in most instances the Developer has a choice to adopt a solution that does not incur a CS. If the developer chooses to use an alternative material or design that does, then they will incur a CS to compensate the Highway Authority for the increased maintenance liability over time. Commuted sums will be applied to all CSC2 and CSC3 items.

7.2 HCC provides an online CS calculator (see Appendix B) to aid developers and other parties when considering material specifications and designs for future developments. The output from the online calculator will not be definitive in the initial stages and should be used as a guide figure only.

7.3 A final CS calculation will be required once the development or highway improvement detailed design approval process has been completed. The CS monetary value will be agreed with the Highway Authority and be included within the Bonds required under S38 and S278. Following satisfactory completion of the maintenance period, and subject to full payment of the commuted sum, the developments will be considered for adoption.

7.4 Lifecycle assumptions and feedback from developers regarding Hampshire's rates will be reviewed on an annual basis and adjusted as appropriate. Rates will not be adjusted outside of the annual review process or on an individual basis. There is no dispute resolution procedure for CS, as it is the developers' decision in respect to the materials or design solutions they choose to use, which results in a requirement for a CS. If the developer wishes to reduce the CS attributable to their development, then they will need to amend their material and design decisions.

8 Use of Commuted Sums for Highways Maintenance

8.1 All CS received will be collected and managed by Hampshire's Highway, Traffic and Transport Service Stream. All CS collected will be recorded and held in a single account to be allocated at any time for the maintenance of Hampshire's transport infrastructure assets.

8.2 All CS payments will be held in an HCC account and allocated by the Highway Authority for maintenance purposes. Developers or other organisations who have made CS payments will have no involvement in how the CS is spent or how HCC manages any of its highway assets or elements.

9 Review of Guidance Note for use of Commuted Sums.

9.1 This Guidance Note and CS calculations will be reviewed on an annual basis.

Appendix A

Commuted Sum Categories

The following table sets out the CS Categories (CSC) for each asset group or asset type. The CSC determine the acceptability of materials in new developments, whether CS will be applied, and which materials if included would result in the development not being adopted.

Commuted Sums Category	Description	Development Acceptability	Commuted Sum Application
1	Standard Specification	Acceptable	Category 1 material specifications and design options provide suitable solutions which minimise future maintenance costs. No CS will be applied.
2	Non-standard Specification	Acceptable	Category 2 materials specifications and design options do not offer optimum future maintenance solutions. CS will apply in all cases.
3	Undesirable Specification	This is not the Highway Authority's preferred specification or design option. To achieve Highway Authority approval a full justification for the proposal will be required from the developer.	Category 3 material specifications and design options do not offer optimum future maintenance solutions and result in costly or problematic maintenance requirements. CS will apply in all cases. Where the proposed material specification is rejected it cannot be used if the development is intended to be formally adopted and maintained at public expense.
4	Unacceptable Specification	This specification or design option will be unacceptable in most circumstances. To achieve Highway Authority approval a full justification for the proposal will be required from the developer.	Category 4 material specifications and design options will be allowed in exceptional circumstances only. For example, due to their location within a conservation area or for essential continuity purposes.

Appendix B

Commuted Sum Calculator

Click the link below to access the commuted sum calculator.

https://hants-my.sharepoint.com/:x:/r/personal/sur6pd_hants_gov_uk/Documents/My%20Documents/AM/Commuted%20Sums/Exec%20Member%20Decision%20Day%20(Jul%2019)/APPENDIX%203%20-%20Commuted%20Sum%20Calculator.xlsx?d=w2a4fc84dc80841d5be9b15937ffd8cdc&csf=1&e=eK4T01

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Asset Type	Commuted Sums Category	Asset Element	Basis for Lifecycle	Unit of measure	Lifecycle calculation	Rates applied		Quantity (Number)	Estimated Commuted Sum for Section 38's	Estimated Commuted Sum for Section 278's
Carriageway Surfacing	1	Hot Rolled Asphalt (Chipped / High Stone Content)	Not applicable							
	2	Stone Mastic Asphalt	Surface Course will require 5 treatments in 60 years, consisting of 4 surface treatments and 1 resurfacing.	m2	£34.00	Surface Treatment	£4.50		£0.00	£0.00
						Resurfacing	£16.00			
	2	Asphaltic Concrete (Bituminous Macadam)	Surface course will require 7 treatments in 60 years, consisting of 6 surface treatments and 1 resurfacing.	m2	£43.00	Surface Treatment	£4.50		£0.00	£0.00
						Resurfacing	£16.00			
	3	High Friction Safety Surfaces (HFS)	The surface course must be sound and able to accept a high friction surface. 10 treatments will be required to achieve 60 years.	m2	£180.00	Replace HFS	£18.00		£0.00	£0.00
	3	Pigmented Asphalt (Coloured Surfacings)	Surface course will require 10 treatments in 60 years, consisting of 10 resurfacing treatments.	m2	£270.00	Resurfacing	£27.00		£0.00	£0.00
	3	Block and modular paving	The blocks will need to be lifted and the bedding/joints replaced 3 times. Additional spot replacement estimated as 10% in 60 years.	m2	£81.00	Lift and rebed	£27.00		£0.00	£0.00
					£5.50	Spot Replacement	£55.00		£0.00	£0.00
Carriageway Construction	1	Flexible bituminous construction	Not applicable							
	2	Additional areas (lay-bys or areas of carriageway not required by the Highway Authority	The sum will include a one off reconstruction cost and 5 surface treatments in 60 years	m2	£107.00	Reconstruction	£84.50		£0.00	£0.00
						Surface Treatment	£4.50			
	2	Geogrid / Stress absorbing membrane	The sum will include a one off replacement cost	m2	£13.00	Replacement	£13.00		£0.00	£0.00
	3	Composite (lean-mix) concrete	Composite pavements are prone to reflective cracking and will require one resurfacing treatment in the 60 years.	m2	£28.50	Resurfacing	£28.50		£0.00	£0.00
Carriageway Ancilliaries	1	Kerbs (PCC)	Not applicable							
	1	Dropped Kerbs (PCC)	Not applicable							
	1	Bus Stop Kerbs (PCC)	Not applicable							
	1	Road Markings	Not applicable							
	1	Road Studs (permanent embedded)	Not applicable							
	1	Edgings (PCC)	Not applicable							
	2	Kerbs (composite/conservation)	Replacement cost for damaged kerbs in 60 years estimated at 10% of total	linear m	£4.35	Replacement	£43.50		£0.00	£0.00
	3	Kerbs (Natural Stone)	Replacement cost for damaged kerbs in 60 years estimated at 10% of total	linear m	£5.50	Replacement	£55.00		£0.00	£0.00
	3	Road Studs (all other types)	10 replacements required in 60 years	Item	£60.00	Replacement	£6.00		£0.00	£0.00
	3	Safety Kerbs	Replacement cost for damaged kerbs in 60 years estimated at 10% of total	linear m	£4.00	Replacement	£40.00		£0.00	£0.00
Footways, Cycleways and Paved Verges	1	Asphaltic Concrete (Bituminous Macadam)	Not applicable							
	1	Tactile Paving	Not applicable							
	3	Block Paving	The blocks will need to be lifted and the bedding/joints replaced twice. Additional spot replacement estimated as 5% in 60 years.	m2	£53.00	Lift and rebed	£26.50		£0.00	£0.00
					£2.75	Spot Replacement	£55.00		£0.00	£0.00
	3	Modular Paving (Flags)	Lift and rebed slabs/flags 3 times and replace 50% of the asset in 60 years.	m2	£60.00	Lift and rebed	£20.00		£0.00	£0.00
					£25.85	Replacement	£51.70		£0.00	£0.00
	3	Modular Paving (Flags) Natural Stone	Lift and rebed slabs/flags 3 times and replace 50% of the asset in 60	m2	£60.00	Lift and rebed	£20.00		£0.00	£0.00

	3	Modular Paving (Flags) Natural Stone	years.	m2	£69.00	Replacement	£138.00		£0.00	£0.00
	3	Pigmented Asphalt Cycleways (all coloured surfacings)	Surface course will require 4 treatments in 60 years, consisting of 4 resurfacing treatments.	m2	£60.00	Resurfacing	£15.00		£0.00	£0.00
Fences and Barriers	2	Boundary Fencing (post and rail)	2 replacements in 60 years	Linear m	£80.00	Replacement	£40.00		£0.00	£0.00
	3	Vehicle Restraint System	2 replacements (barrier and terminals) in 60 years. Spot replacement (estimated at 10%). Routine inspection and maintenance every 2 years	Linear m	£36.00	Routine inspection and maintenance	£1.20		£0.00	£0.00
				Linear m	£317.00	Barrier replacement	£150.00		£0.00	£0.00
						Spot replacement	£170.00			
				Item	£6,200.00	Terminal replacement	£3,100.00		£0.00	£0.00
	3	Pedestrian Guardrail	2 replacements in 60 years and a spot replacement (10%)	Linear m	£130.00	Replacement	£60.00		£0.00	£0.00
						Spot replacement	£100.00			
	3	Retaining wall <1.5m	1 replacement in 60 years	linear m	£1,625.00	Replacement	£1,625.00		£0.00	£0.00
Street Lighting	1	Standard Column	Not applicable							
	1	Non-illuminated reflective bollard	Not applicable							
	3	Architectural/non std. <6m	Lamp change every 3 years. Painting every 25 years. 2 unit replacement in 60 years.	Item	£6,120.00	Refurbishment / Replacement	£3,060.00		£0.00	£0.00
					£1,885.80	Annual Maintenance	£31.43		£0.00	£0.00
	3	Architectural/non std. >8m	Lamp change every 3 years. Painting every 25 years. 2 unit replacement in 60 years.	Item	£6,640.00	Refurbishment / Replacement	£3,320.00		£0.00	£0.00
					£1,905.00	Annual Maintenance	£31.75		£0.00	£0.00
	3	Wall mounted lighting	Lamp change every 3 years. 2 unit replacement in 60 years.	Item	£8,040.00	Refurbishment / Replacement	£4,020.00		£0.00	£0.00
					£1,885.80	Annual Maintenance	£31.43		£0.00	£0.00
	3	Subway/ Bridge lighting	Lamp change every 3 years. 2 unit replacement in 60 years.	Item	£2,320.00	Refurbishment / Replacement	£1,160.00		£0.00	£0.00
					£1,885.80	Annual Maintenance	£31.43		£0.00	£0.00
	3	Private Cable Network	1 replacement in 60 years. Inspection and maintenance every 6 years	linear m	£150.00	Replacement	£150.00		£0.00	£0.00
					£100.00	Cyclic Maintenance	£10.00		£0.00	£0.00
Street Furniture	2	Bus Shelters (if highway responsibility only)	2 replacements in 60 years. Inspect and cleanse 4 times per year	Item	£20,000.00	Replacement	£10,000.00		£0.00	£0.00
					£40,800.00	Cleansing	£170.00		£0.00	£0.00
	2	Bus stops (poles and flags)	6 replacements in 60 years	Item	£4,800.00	Replacement	£800.00		£0.00	£0.00
	2	Cycle rack - metal hoop (if highway responsibilty only)	2 replacements in 60 years	Item	£1,000.00	Replacement	£500.00		£0.00	£0.00
	3	Seating and benches (if highway responsibilty only)	4 replacements in 60 years	Item	£4,000.00	Replacement	£1,000.00		£0.00	£0.00
	3	Cycle racks - all other types (if highway responsibilty only)	2 replacements in 60 years	Item	£1,000.00	Replacement	£500.00		£0.00	£0.00
	3	Bollards (dragon's teeth)	3 replacements in 60 years	Item	£180.00	Replacement	£60.00		£0.00	£0.00
	3	Bollards (plastic socketed)	1 socket replacement and 1 bollard replacements in 60 years	Item	£370.00	Replacement	£370.00		£0.00	£0.00
	3	Bollards (concrete)	1 replacement in 60 years	Item	£300.00	Replacement	£300.00		£0.00	£0.00
Verges and Landscaped areas	1	Verges (<=2m width)	Not applicable							
	3	Verges (>2m width)	5 cuts per year for 60 years	m2	£90.00	Routine grass cutting	£0.30		£0.00	£0.00
	3	Trees	Inspection and maintenance costs for 60 years	Item	£780.00	New Tree	£780.00		£0.00	£0.00
					£1,100.00	Semi mature	£1,100.00		£0.00	£0.00
					£1,900.00	Mature	£1,900.00		£0.00	£0.00
	3	Shrubs (mandatory planning requirement only)	1 cut per year for 60 years	m2	£24.00	Annual Maintenance	£0.40		£0.00	£0.00
	3	Hedges (mandatory planning requirement only)	1 cut per year for 60 years	Linear m	£48.00	Annual Maintenance	£0.80		£0.00	£0.00
	1	Non-illuminated traffic signs	Not applicable							

Traffic/ pedestrian management	2	Illuminated traffic signs	Lamp change every 3 years, unit replacement twice in 60 years	Item	£2,101.20	Replacement	£1,050.60			**£0.00**	**£0.00**
	2	Zebra Crossing	Lamp change every 3 years, unit replacement twice in 60 years	Item	£4,101.20	Replacement	£2,050.60			**£0.00**	**£0.00**
	2	Traffic Signal junction	Traffic signal cabinets, cabling and poles will require 3 refurbishments in 60 years.	Per junction arm with traffic lights	£27,000.00	Refurbishment	£9,000.00			**£0.00**	**£0.00**
				Per controlled pedestrian crossing	£22,500.00	Refurbishment	£7,500.00			**£0.00**	**£0.00**
			Annual inspection and maintenance costs for 60 years.	Per junction controller	£108,000.00	Maintenance	£1,800.00			**£0.00**	**£0.00**
	2	Signal controlled crossing (Toucan, Puffin, Pelican, Pegasus)	Annual inspection and maintenance costs for 60 years.	Per controlled pedestrian crossing	£42,000.00	Maintenance	£700.00			**£0.00**	**£0.00**
			Traffic signal cabinets, cabling and poles will require 3 refurbishments in 60 years.		£51,000.00	Refurbishment	£17,000.00			**£0.00**	**£0.00**
	3	Traffic control CCTV	Annual inspection and maintenance costs for 60 years.	Per CCTV	£39,000.00	Maintenance	£650.00			**£0.00**	**£0.00**
			CCTV cameras, cabinets, cabling and poles will require 2 refurbishments in 60 years		£28,000.00	Refurbishment	£14,000.00			**£0.00**	**£0.00**
	3	Variable message signs (VMS)	Annual inspection and maintenance costs for 60 years.	Per VMS	£21,000.00	Maintenance	£350.00			**£0.00**	**£0.00**
			VMS, cabling and poles will require 3 refurbishments in 60 years.		£90,000.00	Refurbishment	£30,000.00			**£0.00**	**£0.00**
	3	Over-height warning signs (OHWS)	Annual inspection and maintenance costs for 60 years.	Per OHWS	£63,000.00	Maintenance	£1,050.00			**£0.00**	**£0.00**
			OHWS, cabinets, cabling and poles will require 3 refurbishments in 60 years.		£75,000.00	Refurbishment	£25,000.00			**£0.00**	**£0.00**
	3	Heritage pedestrian signs (conservation areas only)	1 replacement in 60 years, arms or face may need repainting/cleaning/replacement	Item	£2,000.00	Refurbishment	£2,000.00			**£0.00**	**£0.00**
					£600.00	Annual Maintenance	£10.00			**£0.00**	**£0.00**
	3	Finger posts	1 replacement in 60 years, arms or face may need repainting/cleaning	Item	£4,000.00	Refurbishment	£4,000.00			**£0.00**	**£0.00**
					£600.00	Annual Maintenance	£10.00			**£0.00**	**£0.00**
	3	Traffic calming humps / flat top junctions (bituminous)	Road marking, surface repairs. Rate includes Traffic Regulation Order element. 2 replacements in 60 years	Item	£16,000.00	Refurbishment	£8,000.00			**£0.00**	**£0.00**
					£2,400.00	Annual Maintenance	£40.00			**£0.00**	**£0.00**
	3	Traffic calming humps / flat top junctions (block paved)	Road marking, surface repairs. Rate includes Traffic Regulation Order element. 2 replacements in 60 years	Item	£16,000.00	Refurbishment	£8,000.00			**£0.00**	**£0.00**
					£2,400.00	Annual Maintenance	£40.00			**£0.00**	**£0.00**
	3	Traffic calming (chicanes)	Measures typically cost of kerbs, bollards, lines and signs 2 replacements in 60 years	item	£16,000.00	Refurbishment	£8,000.00			**£0.00**	**£0.00**
					£2,400.00	Annual Maintenance	£40.00			**£0.00**	**£0.00**
	3	Information signs	2 replacements in 60 years	Item	£1,000.00	Refurbishment	£500.00			**£0.00**	**£0.00**
	1	Pipes	Not applicable								
	1	Culverts (<1500mm)	Not applicable								
	1	Gullies	Not applicable								
	1	Catchpits	Not applicable								
	1	Inspection chambers / manholes	Not applicable								
	1	Ditches	Not applicable								
	1	Grips in verges	Not applicable								
	2	Petrol interceptors (<=8m3)	Annual cleansing and 1 replacement in 60 years	Item	£15,000.00	Replacement	£15,000.00			**£0.00**	**£0.00**
				m3	£3,600.00	Routine Cleansing	£60.00			**£0.00**	**£0.00**
	2	Petrol interceptors (>8m3)	Annual cleansing and 1 replacement in 60 years	Item	£30,000.00	Replacement	£30,000.00			**£0.00**	**£0.00**

Drainage	2	Petrol interceptors (>8m3)	Annual cleansing and 1 replacement in 60 years	m3	£2,700.00	Routine Cleansing	£45.00			£0.00	£0.00
	2	Soakaways (ring)	Cyclic cleansing (5 years) and 2 replacements in 60 years	m3	£144.00	Cyclic cleansing	£12.00			£0.00	£0.00
				Item	£4,400.00	Replacement	£2,200.00			£0.00	£0.00
	3	Storage chambers/tanks	Cyclic cleansing (5 years) and 2 replacements in 60 years	m3	£300.00	Cyclic Cleansing	£25.00			£0.00	£0.00
				m3	£520.00	Replacement	£260.00			£0.00	£0.00
	3	Pumps and pumping stations	Twice yearly service, 6 call outs and 20 replacements in 60 years	item	£26,640.00	Service	£222.00			£0.00	£0.00
					£1,962.00	Call out	£327.00			£0.00	£0.00
					£100,000.00	Replacement	£5,000.00			£0.00	£0.00
	3	Ponds- attenuation/retention	Annual inspection and routine maintenance of the pond and surrounds. 5 year cyclic cleanse and minor repairs	Item	£54,000.00	Annual work	£900.00			£0.00	£0.00
				m2	£804.00	Cyclic deep clean	£67.00			£0.00	£0.00
	3	Grass swales	Extra verge maintenance - 5 cuts per year for 60 years	m2	£90.00	Routine grass cutting	£0.30			£0.00	£0.00
	3	Vortex flow control device system	Cyclic cleansing (5 years) and 2 replacements in 60 years	Item	£8,000.00	Replacement	£4,000.00			£0.00	£0.00
				Item	£360.00	Cyclic cleansing	£30.00			£0.00	£0.00
	3	Combined drainage kerbs	Replacement cost for damaged kerbs in 60 years estimated at 30% of total. Routine cleanse every 3 years	linear m	£51.00	Replacement	£170.00			£0.00	£0.00
					£200.00	Routine Maintenance	£10.00			£0.00	£0.00
	3	Weir Kerbs	Replacement cost for damaged kerbs in 60 years estimated at 20% of total. Routine cleanse every 2 years	Item	£22.00	Replacement	£110.00			£0.00	£0.00
				Item	£195.00	Routine Maintenance	£6.50			£0.00	£0.00
	3	Filter Drains	2 replacements in 60 years. Cyclic cleanse every 5 years	linear m	£144.00	Replacement	£72.00			£0.00	£0.00
				linear m	£19.20	Routine Maintenance	£1.60			£0.00	£0.00
Rights of Way	1	Resurface of existing	Not applicable								
	2	Footpath	2 surface replacements in 60 years	Linear m	£130.00	Resurface	£65.00			£0.00	£0.00
	2	Bridleway	3 surface replacements in 60 years	Linear m	£240.00	Resurface	£80.00			£0.00	£0.00
	2	Byway	4 surface replacements in 60 years	Linear m	£400.00	Resurface	£100.00			£0.00	£0.00

HIGHWAY Revenue Sum	£0.00	£0.00
HIGHWAY Capital Sum	£0.00	£0.00

STRUCTURES Revenue Sum	£0.00
STRUCTURES Capital Sum	£0.00

TOTAL Revenue Sum	£0.00	£0.00
TOTAL Capital Sum	£0.00	£0.00

	S38	S278
TOTAL COMMUTED SUM	£0.00	£0.00

SECTION 38s

Scheme	Current Commuted Sum Cost		Proposed Commuted Sum Cost	New v Current (%)	Proposed Commuted Sum Cost (adjusted to use HCC preferred materials where possible)	New v Current (%)	Notes
S38 Green Ln, Clanfield	£185,035	**Revenue Sum**	£106,848		£44,640		
		Capital Sum	£140,624		£136,400		
		Total	£247,472	134%	£181,040	98%	
S38 Barley Fields/Chandos lodge, Alton	£136,656	**Revenue Sum**	£66,390		£20,160		
		Capital Sum	£64,625		£61,600		
		Total	£131,015	96%	£81,760	60%	
S38 Crowdhill Green Ph2	£0	**Revenue Sum**	£58,521		£0		No CS when adjusting the scheme using Category 1 materials
		Capital Sum	£3,743		£0		
		Total	£62,263	N/A	£0	N/A	
S38 Crowdhill Ph1	£20,834	**Revenue Sum**	£68,447		£0		No CS when adjusting the scheme using Category 1 materials
		Capital Sum	£3,600		£0		
		Total	£72,046	346%	£0	0%	
S38 Merton Rise Ph3	£0	**Revenue Sum**	£24,948		£0		No CS when adjusting the scheme using Category 1 materials
		Capital Sum	£1,694		£0		
		Total	£26,642	N/A	£0	N/A	
S38 Park Prewett Ph1 - The Avenue	£60,502	**Revenue Sum**	£27,461		£27,461		
		Capital Sum	£44,000		£44,000		
		Total	£71,461	118%	£71,461	118%	
S38 Sherfield Park Ph9	£26,579	**Revenue Sum**	£96,859		£0		No CS when adjusting the scheme using Category 1 materials
		Capital Sum	£5,382		£0		
		Total	£102,240	385%	£0	0%	
S38 Sherfield Park Ph11	£14,687	**Revenue Sum**	£19,826		£0		No CS when adjusting the scheme using Category 1 materials
		Capital Sum	£1,234		£0		
		Total	£21,061	143%	£0	0%	
S38 New Horizons Ph2	£51,940	**Revenue Sum**	£23,098		£10,656		
		Capital Sum	£62,445		£61,600		
		Total	£85,542	165%	£72,256	139%	
S38 Downs Farm, Waterlooville	£93,492	**Revenue Sum**	£340,185		£34,947		
		Capital Sum	£18,819		£0		
		Total	£393,951	421%	£34,947	37%	
S38 Edenbrook Village	£5,619	**Revenue Sum**	£120,196		£0		No CS when adjusting the scheme using Category 1 materials
		Capital Sum	£8,161		£0		
		Total	£128,357	2284%	£0	0%	
S38 Woodside Avenue, Eastleigh	£22,631	**Revenue Sum**	£75,490		£4,656		
		Capital Sum	£18,010		£13,200		
		Total	£93,500	413%	£17,856	79%	
S38 QEB Phase 2G(i)	£908	**Revenue Sum**	£480		£0		No CS when adjusting the scheme using Category 1 materials
		Capital Sum	£0		£0		
		Total	£480	53%	£0	0%	
S38 Kennel Farm	£85,276	**Revenue Sum**	£17,568		£17,568		
		Capital Sum	£39,600		£39,600		
		Total	£57,168	67%	£57,168	67%	
S38 Taverner close	£100,800	**Revenue Sum**	£46,195		£21,312		
		Capital Sum	£102,890		£101,200		
		Total	£149,085	148%	£122,512	122%	
	£804,960		**£1,642,283**		**£638,999**		
			204%		**79%**		

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SECTION 278s

Scheme	Current Commuted Sum Cost		Proposed Commuted Sum Cost	New v Current (%)	Proposed Commuted Sum Cost (adjusted to use HCC preferred materials where possible)	New v Current (%)	Notes
Quebec Barracs, Bordon	£0	**Revenue Sum**	£0		£0		Geotextile
		Capital Sum	£4,115		£633		
		Total	£4,115	N/A	£633	N/A	
Salisbury Rd, Andover	£0	**Revenue Sum**	£0		£0		
		Capital Sum	£2,014		£1,001		
		Total	£2,014	N/A	£1,001	N/A	
Winchester Rd, Whitchurch	£24,908	**Revenue Sum**	£2,268		£612		Virtually no CS when adjusting the scheme using Category 1 materials
		Capital Sum	£14,604		£0		
		Total	£16,872	68%	£612	2%	
AUE Pennefathers - Queens Avenue	£71,840	**Revenue Sum**	£130,917		£63,350		ITS equipment
		Capital Sum	£249,923		£138,292		
		Total	£347,839	484%	£201,642	281%	
Quay Street	£200,430	**Revenue Sum**	£295,140		£232,680		ITS equipment
		Capital Sum	£674,347		£299,533		
		Total	£904,271	451%	£532,213	266%	
JLP-Basing View	£214,558	**Revenue Sum**	£113,399		£48,198		Structures, barriers and fences, soakaways and petrol interceptors
		Capital Sum	£917,821		£761,759		
		Total	£1,023,752	477%	£809,957	378%	
Roundabout School Rd	£0	**Revenue Sum**	£27,162		£0		No CS when adjusting the scheme using Category 1 materials
		Capital Sum	£42,940		£0		
		Total	£70,102	N/A	£0	0%	
Maypole Rbt	£0	**Revenue Sum**	£8,573		£0		Solar powered bollards, Geotextile & bus layby
		Capital Sum	£48,269		£18,389		
		Total	£56,841	N/A	£18,389	N/A	
Dunsbury	£198,740	**Revenue Sum**	£450,516		£84,206		Strucutres and drainage
		Capital Sum	£293,141		£292,428		
		Total	£542,254	273%	£376,634	190%	
Pyramid House	£9,931	**Revenue Sum**	£21,000		£21,000		ITS equipment
		Capital Sum	£34,000		£34,000		
		Total	£46,500	468%	£55,000	554%	
Totals	**£720,408**		**£3,014,559**		**£1,996,081**		
			418%		**277%**		

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S38 Trial (figures based on 15 sites)

	Current Commuted Sums	Proposed Commuted Sums	Adjusted Commuted Sums (standard items used where possible)
Total cost	£804,960	£1,642,283	£638,999
% Difference (from current CS)		204%	79%

S278 Trial (figures based on 10 sites)

	Current Commuted Sums	Proposed Commuted Sums	Adjusted Commuted Sums (standard items used where possible)
Total cost	£720,408	£3,014,559	£1,996,081
% Difference (from current CS)		418%	277%

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	16 July 2019
Title:	ETE Capital Programme 2018/19 End of Year & Quarter 1 2019/20
Report From:	Director of Economy, Transport and Environment

Contact name: Amanda Beable

Tel: 01962 667940 **Email:** amanda.beable@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide a high-level summary of progress and delivery within the capital programme and confirms the year end position for 2018/19. In addition, this paper provides a short narrative summary on early progress of the capital programme in 2019/20 and provides recommendations for changes to the programme in 2019/20 and beyond.
2. There are four additional appendices which provide further information in detail, if required, and they will be identified where relevant throughout this paper.

Recommendations

3. That the Executive Member for Economy, Transport and Environment notes the performance made in the Economy, Transport and Environment capital programme in 2018/19 and progress made to date in the 2019/20 capital programme.
4. That the Executive Member for Economy, Transport and Environment approves the adjustment of the 2019/20 Structural Maintenance programme to £52.814 million.
5. That the Executive Member for Economy, Transport and Environment approves the proposed approach to underwrite, from the strategic feasibility and investment fund agreed by Cabinet in February 2018, the capital costs arising from developing schemes for inclusion in the Tranche 2 Strategic Outline Business Case bid for Transforming Cities Funding (TCF).
6. That the Executive Member for Economy, Transport and Environment approves the £0.495 million increase to the Stubbington Bypass scheme to £34.495 million.
7. That the Executive Member for Economy, Transport and Environment approves the addition of the Bramley Lane/Sherfield Road Junction scheme into the 2020/21 ETE capital programme at a value of £0.31 million.

Executive Summary

8. The Economy, Transport and Environment Department's (ETE) capital programme contains a range of projects, including but not limited to: highways maintenance, transport improvements, major transport improvements, flood alleviation, waste management, bridge strengthening, town centre improvements and highways safety.

Contextual Information

9. The capital programme typically includes the following areas of work:

    - structural maintenance;
    - Integrated Transport (including Major Schemes, transport improvements, and Safety schemes);
    - Waste (Household Waste Recycling improvements and Closed Landfill Sites); and
    - Flood Risk and Coastal Defence.

10. ETE's capital programme is a mix of starts-based and spend-based approvals, which means that the published programme figures are not wholly related to expenditure in any given year. It is not possible, therefore, to correlate the published programme to actual expenditure in any meaningful way. Therefore, to be consistent, this paper tries to focus on gross expenditure (irrespective of programme value).

Expenditure and Finance 2018/19

11. This section details the capital programme expenditure and finance for 2018/19 across the Economy, Transport and Environment programme.

12. The Department's gross capital spend during 2018/19 amounted to £88.254million, 18% higher than the 2017/18 figure. This increase was due both to the increase in the Waste sub-programme (from £2.484 million in 2017/18 to £7.319 million in 2018/19) and the Structural Maintenance sub-programme (from £37.009 million to £54.365 million in 2018/19). The Integrated Transport sub-programme saw a reduction in expenditure (£34.602 million in 2017/18 to £24.418 million in 2018/19), this is due to many major schemes either being completed in 2018/19 or at the design stages of delivery in 2018/19, with significant expenditure forecast for future years, as detailed further in this report. Appendix 1 summarises the expenditure for all capital programme sub-programmes for 2018/19.

13. The value of the 2018/19 capital programme (including spend-based schemes and 2018/19 starts-based schemes) totalled £179.329 million. This is significantly more than the 2017/18 value of £52.375 million, reflecting the growth in the total value of 2018/19 Integrated Transport starts-based schemes, which will have the majority of expenditure seen in future years.

14. ETE has continued to be successful in securing competitively sourced external funding to enable the delivery of the department's expanding capital programme, in particular for the Integrated Transport sub-programme, where over 45% of expenditure in 2018/19 was funded through a competitive process.

15. Other significant 2018/19 funding sources include Local Transport Capital Funding (£33.973 million including additional funding), Department for Transport (DfT) – National Productivity Investment Fund Grant (£4.531 million) and Flood Resilience Grant (£2.198 million), and Pothole grants (£2.238 million).

16. Developer Contributions spend totalled £6.965 million in 2018/19, significantly more than the £2.67 million spend in 2017/18. Of the total value of Developer Contributions held at the end of 2018/19, over 99% was either programmed to schemes in the current programme or allocated to area strategies for use in future programmed schemes.

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

18. In line with year-end capital procedures, carry forwards from 2018/19 totalling £21.595 million were identified and were reported to Cabinet on 17 June 2019. While no further decision is therefore required, the detail is included in Appendix 3 for information. The majority of the sums carried forward relate to either late notification of grant funding; the accumulation of funding for major schemes over a number of years; or schemes now programmed for delivery in 2019/20.

19. Of the carry forwards not attributable to the Structural Maintenance programme, of note are the £5.917 million carry forward of residual 2018/19 budget within the Flood Risk and Coastal Defence Programme and the carry forward of £4.059 million for the Integrated Transport sub-programme.

20. Monitoring of average fee rates has been undertaken to assess the ratio of fees to works costs across the Integrated Transport Programme. In 2018/19 the percentage of total costs spent on fees increased slightly, from 22.89% in 2017/18 to 23.45% in 2018/19.

Delivery 2018/19

This section details significant points concerning the delivery of elements within each Economy, Transport and Environment sub-programme in 2018/19.

Structural Maintenance Programme

21. The £65.984 million Structural maintenance programme for 2018/19 was completed, with the exception of those schemes carried forward, as detailed in Appendix 3. Within the year, Planned Maintenance completed over 550 schemes, 20% more than in 2017/18. Notable successes throughout the year were the completion of a £10million Surface treatment programme, the carriageway resurfacing of the A3023 Langstone Road, Hayling Island at £0.5million and the carriageway reconstruction of Albemarle Avenue, Gosport at £0.6million.

22. In addition to the completed Highways planned maintenance schemes, the Structures team (responsible for the inspection and maintenance of approximately 1,850 road bridges, footbridges and retaining walls across Hampshire) completed Cheriton bridge edge beam replacement, commenced concrete repair and parapet replacement on Eastrop footbridge, Basingstoke and completed road/rail interface safety measures at Hook Station and Newnham Road, Hook and at Reading Road, Basingstoke in collaboration with Network Rail. In addition, work continued on the design of a number of new

structures for both Stubbington bypass and Botley bypass and repair/replacement schemes at Redbridge and Holmsley.

Integrated Transport Programme

23. On transport, the Major Schemes programme entered a new phase in 2018/19, with 5 major schemes with a combined value of just under £48 million completed and four new schemes, with a combined value of over £76 million, commencing in the year. In addition, the early stages of the M27 Junction 10 major scheme commenced, with a current capital programme value of £4 million reflecting the spend in these early stages only.

24. Progress across the Integrated Transport Programme (ITP, value between £0.07 million - £2 million) has been strong with over 30 different named schemes in delivery at the end of 2018/19, with a further 10 schemes completed in 2018/19. In addition, 35 minor works schemes (value < £0.07 million) were completed in 2018/19 with another 15 at various stages of delivery.

25. New work streams through Traded Services and Road Agreements are being supported and are already generating initial named and minor works projects for delivery in the ITP. These work streams are envisaged to grow in 2019/20.

26. Additionally, 60 Safety engineering schemes, aimed at reducing the number and severity of traffic collisions on County Council maintained roads, were successfully completed.

Waste Programme

27. In 2018/19 Hampshire County Council acquired land at Chickenhall Lane, Eastleigh for potential new recycling infrastructure.

Flood and Coastal Defence Programme

28. Significant progress on the Flood Risk and Coastal Defence Programme was achieved in 2018/19. Phase 1 of the Buckskin Flood Alleviation Scheme was completed and significant progress was made on Phase 1 of flood alleviation measures on A32 in Lower Farringdon. Further investigatory work to inform the development of the Outer Winchester Flood Alleviation Scheme has also been completed. The Farringdon flood alleviation programme and the scheme at Middlebridge Street, which is part of the wider flood alleviation works for Romsey, secured a total £620,000 funding from the Flood Defence Grant in Aid Programme, with £0.12 million for Farringdon and £0.142 million for Middlebridge received in 2018/19.

Challenges and Opportunities 2019 and beyond

29. This section details the significant challenges and opportunities for the Department of the capital programme in 2019/20 and future years. Where required it also provides a recommendation for the Executive Member for Economy, Transport and Environment.

30. Expenditure of £160.026 million for 2019/20 was estimated in January 2019 (Appendix 2 of the Executive Member for Environment and Transport report). This figure will be amended to take into account the programme changes as they develop through the year, including those outlined in this report.

Structural Maintenance Programme

31. In January 2019 Hampshire County Council submitted to the DfT the self-assessment for the Incentive Fund. A Band 3 (the highest rating) was submitted and ensured that the County Council received the maximum grant funding of £4.495 million for 2019/20.

32. Hampshire County Council's share of the £50 million Pothole Action and Flood Resilience Fund was announced on 31 March 2019. The funding received for 2019/20 was slightly less than expected at £1.543 million.

33. In October 2018, the Government announced a further £420 million for local highways maintenance. This additional funding is for the repair of roads, bridges and local highways infrastructure generally. Each Local Authority's allocation was calculated using the highways maintenance funding formula and Hampshire County Council received £11.891 million in November 2018. Of this additional funding, £9.992 million was applied in 2018/19 with a proposed carry over of £1.899 million for 2019/20.

34. Budget adjustments, detailed in this report, result in the Structural Maintenance 2019/20 Programme increasing to £52.814 million. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the adjustment of the Structural Maintenance programme to £52.814 million

Structural Maintenance 2019/20 budget	**£000's**
Original 2019/20 budget	41,811
Carry forwards from 2018/19	11,619
Adjustment to expected pot hole funding received	-0,580
Adjustment to expected Incentive grant received	-0,036
Adjusted Budget 2019/20	52,814

35. In 2019/20 work will start on the concrete repair of Redbridge Viaduct carrying the A35 out of Southampton. This work will be primarily under the structure repairing over one hundred support piles in both the marine and land-based environments. Preliminary site clearance at Holmsley bridge is also expected to commence at the end of 2019/20 in preparation for construction of a new bridge in 2020/21.

Integrated Transport Programme

36. On transport, a further 6 major schemes (> £2 million), with a combined value of almost £70 million, are due to commence in 2019/20. In addition, over 30 Named schemes (£0.07 million - £2.0 million) with a value of almost £11 million are due to commence this financial year.

37. In June 2019 the Executive Member for Environment and Transport received a report outlining the successful Transforming Cities Fund (DfT) Tranche 1 bids and the candidate schemes for further work and potential inclusion in the

Tranche 2 business case (in June a draft Strategic Outline Business Case was submitted to DfT with a final Strategic Outline Business Case due in November 2019).

38. If all schemes in Tranche 2 are accepted for funding this could bring in up to £150 million of grant funding for cycling pedestrian and public transport improvements in south Hampshire. In order to submit the final Tranche 2 Strategic Outline Business Case, as well as to progress schemes sufficiently to enable delivery within the funding time requirements, it will be necessary to develop schemes further in 2019/20 at an estimated capital cost of up to £2.5m.

39. It is expected that all capital costs incurred in 2019/20 for successful elements of the bid will be capable of being reclaimed from the DfT funding. There does however remain a risk that some elements of the bid may not successfully gain funding in this round of DfT funding, in part due to a potential over-subscription of the scheme as a whole across the country. Where this is the case alternative funding will be sought in future years to progress the schemes as appropriate, but this may not be possible for all schemes' costs. Given this it is proposed that this capital work is underwritten from the strategic feasibility and investment funding (agreed by Cabinet in February 2018), to be repaid where it is possible to claim the cost against TCF or future external funding.

40. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the proposed approach to underwrite, from the strategic feasibility and investment fund agreed by Cabinet in February 2018, the capital costs arising from developing schemes for inclusion in the Tranche 2 Strategic Outline Business Case bid for Transforming Cities Funding (TCF).

41. Further funding of £2.5 million has been secured for the M27 Junction 10 scheme from the Solent LEPs Local Growth Fund allocation as part of the Department for Transport retained funding to enable the scheme development to progress towards the delivery stage.

42. £1.3 million of funding has been secured from the Enterprise M3 LEP for Phase 2 of the Sustainable transport package of works in Whitehill & Borden.

43. In recent months ETE has received a positive outcome from the Stubbington Bypass Public Inquiry as well as confirmation that the Compulsory Purchase Order has been made. The length of time taken however to progress through the Public Inquiry has lengthened the development timeline for this scheme. This has resulted in a revised cost estimate of the scheme from £34 million to £34.495 million.

44. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the £0.495 million increase to the Stubbington Bypass scheme underwritten by forward commitment of future LTP funding if no additional external funding can be secured.

45. Work is continuing to progress across elements of the Uplands Development / Botley Bypass scheme, and any changes in the current distribution of funding across Executive Member programmes needed to streamline overall programme delivery will be made in due course.

46. The ITP scheme to deliver a cycle route along the old A3 from Petersfield through the Queen Elizabeth Country Park was substantially completed and opened in October 2016. Since its substantial completion the scheme has been subject to Road Safety Audits by both Highways England and Hampshire County Council and the requirements of those, together with additional improvements, have resulted in an additional programme of works to be carried out this summer. The route, which was originally supported by 4,000 people in a Cycling UK petition, has been used by commuters to Petersfield and visitors to the Country Park alike and has been the subject of only positive comment and review. Due to the overall final cost of the scheme expected to be more than 10% over the approved budget, a post completion report will be submitted to the Director of ETE and to the Executive Member for Economy, Transport and Environment upon completion.

47. Work has been successfully completed on a traded services commission from Bramley Parish Council for a study into potential junction improvement work at Bramley Lane/Sherfield Road Junction in Bramley, resulting in the parish council asking for HCC to undertake the delivery of the scheme. Given this, it is appropriate for this scheme to enter the 2020/21 ETE capital programme at a value of £0.31 million, to be funded by Parish Council Local Infrastructure Funding and other parish council funding (total £0.2 million) as well as £0.11 million of s106 funding.

48. It is therefore recommended that the Executive Member for Economy, Transport and Environment approves the addition of the Bramley Lane/Sherfield Road Junction scheme into the 2020/21 ETE capital programme at a value of £0.31 million.

49. The 2019/20 Safety Engineering works programme consists of a range of safety improvement schemes due to be implemented across the County. Exact scheme numbers are currently unknown given the reactive nature of much of this work although scheme numbers are usually on a similar scale to the previous year's programme. £1.0 million has been allocated for the delivery of these safety engineering schemes, along with £1.082 million carried forward from 2018/19. In addition, three additional safety schemes will be delivered by Hampshire County Council via funding from the DfT's Safer Roads fund, totalling £2.361 million. A further £0.45 million has been allocated for the delivery of Traffic Management measures.

Waste Programme

50. The majority of the 2019/20 Waste minor works programme will continue to be delivered through the Household Waste Recycling Centre management contract site improvements programme. Feasibility work is being undertaken on a number of Household Waste Recycling Centre redevelopment schemes which, subject to the outcome, could lead to a decision paper to the Executive Member for Economy, Transport and Environment for approval of capital funding spend. There are a number of smaller works related to the management of closed landfills that will require capital funding, the most significant of which is the need for a new flare at Hook Lane that has an estimated cost of £0.1 million. Detailed design work will be undertaken to determine the final specification for recycling infrastructure via a commission to Veolia and a final business case will be

submitted later in the year taking into account the indicated direction of travel by Government.

Flood Risk and Coastal Defence Programme

51. Construction of the Middlebridge Street and Mainstone schemes in Romsey, and the next phase of both the Farringdon and Buckskin schemes are due to start this year. A number of schemes in the main and pipeline programme such as the Bourne Valley scheme have been further developed with elements due to be implemented.

52. Previous investigation of the Flood Risk and Coastal Defence Programme has established that small scale flood alleviation measures could be implemented at some locations and these are being taken forward in liaison with the Environment Agency.

Consultation and Equalities

53. This is a financial report amending or proposing budgets for programmes and individual schemes, and therefore doesn't require consultation.

54. Service changes or proposals for individual schemes will undertake their own specific consideration of equalities issues. This report has no direct effect on service users, so has a neutral impact on groups with protected characteristics.

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:	
Title 2018/19 End of Year Financial Report http://democracy.hants.gov.uk/documents/s34956/Outturn%20Report%202018-19%20-%20Cabinet.pdf	Date 17th June 2019
Direct links to specific legislation or Government Directives	
Title	Date

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 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 disproportionally low.

2. **Equalities Impact Assessment:**

   This is a financial report amending or proposing budgets for programmes and individual schemes. Specific schemes or changes to schemes will entail their own equalities impact assessments. This report has no direct effect on services, so has a neutral impact on groups with protected characteristics.

ETE Spend by sub-programme 2018/19

Gross Expenditure	To 31 March 2019 Periods 1-15 £
Structural Maintenance	54,365,448
Integrated Transport Programme	24,417,865
Flood & Coastal Defence Management	2,036,776
Solent Enterprise Zone	49,559
Community Transport	48,155
Waste	7,319,604
PRIP (residual)	17,065
TOTAL	**88,254,472**

Details of Funding used in 2018/19

Funding	
Contributions:	**£**
Other Local Authorities (OLAs)	1,253,036
Developers	6,965,097
CIL	41,453
Other	8,631,567
Grant income	46,512,721
Miscellaneous income	101,594
Local resources	24,749,002
Total funding	**88,254,470**

Developers = s106 agreements

Further Detail on Successful competitive bids and Other contributions funding

HCC Capital Schemes

Cooper Vision Ltd	Segensworth Industrial Est.-New Footways	693
First Hants and Dorset	Eclipse Busway- Completion of Phase 1	(12,019)
First Hants and Dorset	BRT Additional Bus Stops	27,229
HCC/Enterprise M3 LEP	Non- Principal rds Surface dressing	335,000
HCC/Enterprise M3 LEP	Thornycroft Rbt Imps -major development	557,430
HCC/Enterprise M3 LEP	A30/A340 Winchester Rd Rbt, Basingstoke	65,992
HCC/Enterprise M3 LEP	Whitehill Bordon IRR Phase II Section A	917,465
HCC/Enterprise M3 LEP	EM3LGF - A33/Crockford & Binfields Rbts	457,876
HCC/Enterprise M3 LEP	Whitehill Bordon A325 Integration Works	159,070
HCC/Enterprise M3 LEP	EM3 LGF Thornhill Crossroads A33 Ph4	700,000
HCC/Enterprise M3 LEP	A325 Integration - Gateways	2,729
HCC/Enterprise M3 LEP	Whitehill Bordon IRR Phase II Section B	533,176
HCC/Enterprise M3 LEP	Budds Lane, Whitehill Bordon -GGGL	253,055
HCC/Enterprise M3 LEP	W/Bordon GGGL - Ennerdale Rd Site Prep	33,834
Highways England	M27 Jctn 9 & R1 Roundabout, Whiteley	1,647,041
Milngate Developments	Heritage Way, Gosport-Banned U-Turn TROs	4,709

New Forest National Park Authority	NFNPA - LSTF Brockenhurst Cycle Routes		3,170
PCC/Solent LEP	Newgate Lane -Online Widening		1,229,700
PCC/Solent LEP	Stubbington Bypass - LGF		1,505,778
PCC/Solent LEP	Stubbington B/P land & enabling works		160,007
PCC/Solent LEP	Stubbington Village Works		75
	HCC SUB TOTAL		**8,582,008**
Daedalus			
PCC/Solent LEP	Solent EZ - Daedalus Drive (ph 3A)	45,706	
PCC/Solent LEP	Solent EZ - Foul Drainage works (ph 3B)	3,853	
PCC/Solent LEP	Solent EZ - Waterfront Power wks (ph 3C)		0
	Daedalus SUB TOTAL		**49,559**
			8,631,567

Schemes Not Started by 31 March 2019 – To be Carried Forward to 2019/20

Scheme	Control Basis Starts or Exp	Value £000	Reasons for Delay
Structural Maintenance			
Havant Footbridge	Exp	250	Funding set aside for future scheme
Langstone	Exp	1,000	Accumulating funding for major scheme over a number of years
Blackwater Rail bridge	Exp	250	Accumulating funding for major scheme over a number of years
Redbridge Causeway Package 3	Exp	500	Accumulating funding for major scheme over a number of years
Alver Bridge	Exp	250	Accumulating funding for major scheme over a number of years
Misc - Bridges	Exp	308	Funding set aside for future scheme.
Reeds Lane	Exp	118	Carry forward of funding to 19/20
Highways Lab building and equipment upgrade	Exp	118	Carry forward of funding to 19/20
Redlands Lane, Fareham	Exp	650	Carry forward of funding to 19/20
Industrial Estate Road, Hardley	Exp	300	Carry forward of funding to 19/20
West Heath Road, Farnborough	Exp	250	Carry forward of funding to 19/20
East Street, Titchfield	Exp	70	Carry forward of funding to 19/20
St Michael Grove, Fareham	Exp	175	Carry forward of funding to 19/20
Lakeside (Spine) , Ringwood	Exp	75	Carry forward of funding to 19/20
Church Road, Mortimer West End	Exp	200	Carry forward of funding to 19/20
St Annes Lane, Shedfield	Exp	75	Carry forward of funding to 19/20
Clewers Lane, Waltham Chase	Exp	75	Carry forward of funding to 19/20
Sunnymead Drive, Cowplain	Exp	280	Carry forward of funding to 19/20
Misc Op Res/Depots	Exp	4,156	Funding set aside for future scheme.
DfT Flood Resilience Grant	Exp	1,899	Late Notification Grant Funding
Webbs Corner Eversley	Exp	200	Carry forward of funding to 19/20
Rowner Road	Exp	420	Carry forward of funding to 19/20
Integrated Transport Programme			
Redbridge Causeway to Eling cycling & pedestrian Imps	Start	750	Scheme to be delivered in 19/20
Winchester CIL funded schemes	Start	761	Schemes being developed for delivery in future years
Unallocated Market Towns Budget	Start	1,194	Schemes being developed for delivery in future years
Casualty Reduction Programme			

Low Cost Safety Programme	Exp	185	Slight delay in delivery of programme commitments remain in 2019/20
Casualty Reduction Programme	Exp	321	Slight delay in delivery of programme commitments remain in 2019/20
CSTP	Exp	53	Slight delay in delivery of programme commitments remain in 2019/20
Route Assessment Programme	Exp	128	Slight delay in delivery of programme commitments remain in 2019/20
A27 The Avenue/Peak Lane/Catisfield Rd, Fareham	Exp	125	Slight delay in delivery of programme commitments remain in 2019/20
Misc WIP	Exp	270	Slight delay in delivery of programme commitments remain in 2019/20
Minor Traffic Management	Exp	272	Slight delay in delivery of programme commitments remain in 2019/20
Other			
Flood & Coastal Defence Management	Start	5,917	Schemes being developed for delivery in future years
Total		**21,595**	

The following is a list of projects where delegated decisions have been made since the last report

- 2018/19 Capital programme: Eclipse Busway – Completion of Phase 1 – to increase the value of the scheme by £900,000 to reflect additional external funding.

- 2018/19 Capital Programme: M27 Junction 9 and Parkway South Roundabout Scheme – to increase the value of the scheme by £898,000 to reflect additional external funding.

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	16 July 2019
Title:	Transport for the South East – Hampshire County Council Response to Formal Consultation on the Draft Proposal to Government
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Willcox

Tel: 01962 846997 **Email:** keith.willcox@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to set out the context and outline progress on Transport for the South East (TfSE) becoming a sub-national transport body. It seeks approval for the guiding principles to inform a response to the TfSE consultation on its draft Proposal to Government, which sets out proposed constitutional arrangements and powers for the body.

Recommendations

2. That the Executive Member for Economy, Transport and Environment notes the content of the draft proposal to establish a sub-national transport body for the South East to be known as Transport for the South East (TfSE), as set out in this report (paragraphs 22-30).
3. That the Executive Member for Economy, Transport, and Environment agrees the principles set out in this report (paragraphs 31-40) to form the basis of the County Council's response to the consultation on the draft proposal.
4. That authority is delegated to the Director of Economy, Transport, and Environment to finalise the detailed consultation response based on the approved principles in consultation with the Executive Member for Economy, Transport, and Environment.

Executive Summary

5. On 18 March 2019, the Transport for the South East Shadow Board (TfSE) approved a Draft Proposal to Government for formal consultation, which can be accessed here.

6. The formal consultation period will close on 31 July 2019. Since it opened, correspondence received from the Secretary of State for Transport has indicated the Government's preference to work with sub-national transport

bodies on a voluntary partnership basis for the time being. It was previously anticipated that the TfSE proposal would be finalised and submitted to Government by the end of this calendar year, but in light of this correspondence these timescales may now need to be reviewed.

7. Consultation responses and next steps will be discussed at September's meeting of the TfSE Shadow Partnership Board. Should the County Council be required to respond to proposals arising, a report could be prepared for the consideration of the October Cabinet meeting as necessary.

8. The subject of the consultation is the exact terms of a Proposal to Government requesting statutory status for TfSE as a sub-national transport body, which will require approval by Parliament. Transport for the North was the first sub-national transport body to achieve statutory status in April 2018.

9. The statutory basis for a sub-national transport body is set out in Part 5A of the Local Transport Act 2008[1] as amended by the Cities and Local Government Devolution Act 2016, which says that "the Secretary of State may by regulations establish a sub-national transport body for any area in England outside Greater London" (s102E(1)) and it goes on to set the conditions and limits for such arrangements.

10. The twin purposes for creating a sub-national transport body are to facilitate the development of transport strategies and so promote economic growth for the area.

11. The legislation requires a new sub-national transport body to be promoted by, and have the consent of its constituent authorities, and that its Proposal to Government has been the subject of consultation within the area and with neighbouring authorities. TfSE is planning that the formal consultation from 3 May – 31 July 2019 will be carried out in a way that meets this condition.

Contextual information

12. Transport for the South East (TfSE) was established in shadow form in June 2017. In order to develop an ambitious Transport Strategy for the South East region, it brings together 16 Local Transport Authorities, five Local Enterprise Partnerships, and other key stakeholders, including: environmental groups, transport operators, district and borough authorities, and national agencies.

13. TfSE will seek to support the growth of the South East's economy, ensuring the delivery of high quality sustainable and integrated transport systems. In brief, this will:

    i) support increased productivity to grow the South East and UK economy and compete in the global marketplace;

    ii) help to improve safety, quality of life, and access to opportunities for all; and

[1] http://www.legislation.gov.uk/ukpga/2008/26/part/5A

iii) protect and enhance the South East's unique natural and historic environment.

14. A sub-national transport body is a body corporate, which may only be established by the Secretary of State if it is considered that:

i) its establishment would facilitate the development and implementation of transport strategies for the area; and
ii) the objective of economic growth in the area would be furthered by the development and implementation of such strategies.

15. Sixteen upper tier authorities in the South East have been working together since 2016 to develop a proposal for a sub-national transport body. They are:

- Bracknell Forest Borough Council
- Bright and Hove City Council
- East Sussex County Council
- Hampshire County Council
- Isle of Wight Council
- Kent County Council
- Medway Council
- Portsmouth City Council
- Reading Borough Council
- Slough Borough Council
- Southampton City Council
- Surrey County Council
- West Berkshire Council
- West Sussex County Council
- The Royal Borough of Windsor and Maidenhead Council
- Wokingham Borough Council

16. The existing Shadow Partnership Board also includes arrangements for involving the five Local Enterprise Partnerships (Coast to Capital, Enterprise M3, Solent, South East, Thames Valley Berkshire); two National Park Authorities (South Downs and New Forest); 44 boroughs and districts in East Sussex, Hampshire, Kent, Surrey and West Sussex; and the transport industry and end user voice in its governance.

17. These efforts have been acknowledged by the Department for Transport, and a grant of £1million was awarded to TfSE to fund the development of the emerging Transport Strategy for the South East.

18. To achieve statutory status, TfSE is required to develop a Proposal to Government which will need to demonstrate the strategic case for the creation of a sub-national transport body and set out how TfSE will fulfil the statutory requirements for such a body as outlined in the enabling legislation.

19. The draft proposal will also need to identify the types of powers and responsibilities that the sub-national transport body will be seeking, as well as identifying the proposed governance structures.

20. The legislation requires that a new sub-national transport body will be promoted by, and have the consent of, its constituent authorities, and that the proposal has been the subject of consultation within the area and with neighbouring authorities.

21. In fulfilment of this requirement, TfSE has provided for a public consultation to last twelve weeks, which will be made available on the TfSE website and circulated to relevant stakeholders. Constituent authorities and other TfSE partner organisations are encouraged to circulate the consultation document to their own stakeholders.

The Draft Proposal to Government

22. At its meeting on 18 March 2019, the TfSE Shadow Partnership Board approved a Draft Proposal to Government for formal consultation, which can be accessed here.

23. The consultation period will close on 31 July 2019. During this time there will be ongoing dialogue with key partners and stakeholders about the content of the proposal. All constituent authorities will be expected to provide a formal response to the consultation.

24. As indicated above, it was previously envisaged that a final proposal would be recommended to the Shadow Partnership Board meeting in September 2019 and submitted to Government in November 2019. It was anticipated that the Secretary of State would then make a formal response to the proposal setting out the powers and responsibilities to be granted prior to the drafting of the requisite Statutory Instrument to be laid before Parliament with the consent of all the constituent authorities.

25. However, in light of the correspondence received from the Secretary of State, further information is awaited on future timescales, and the Shadow Partnership Board will deliberate on next steps when it next meets in September.

26. The draft proposal has the following headings:

- Executive Summary
- The Ambition
- Strategic and Economic Case
- Constitutional Arrangements
- Functions

Constitutional arrangements

27. It is proposed that each constituent authority will appoint one of their elected members or their elected mayor as a member of TfSE on the Partnership Board. It is intended that the regulations should provide for the appointment of persons who are not elected members of the constituent authorities to be co-opted members of the TfSE Partnership Board. Currently two LEPs, a representative from the Boroughs and Districts, the Chair of the TfSE Transport Forum, and a representative from the protected landscapes in the TfSE area have been co-opted onto the Shadow Partnership Board.

28. A number of voting options were considered to find a preferred option that represents a straightforward mechanism as well as the characteristics of the partnership, and which does not provide any single authority with an effective veto. The starting point for decisions will be consensus, and if that can't be achieved then decisions will require a simple majority of those Constituent Bodies who are present and voting. Where consensus cannot be achieved the following matters will require enhanced voting arrangements:

- The approval and revision of Transport for the South East's ("TfSE") Transport Strategy;
- The approval of TfSE annual budget;
- Changes to the TfSE constitution.

29. Decisions on these issues will require both a super-majority, consisting of three quarters of the weighted vote in favour of the decision, and a simple majority of the constituent authorities. The details of the proposed weighted voting system are set out in Section 4 of the Draft Proposal to Government.

Functions

30. The specific functions that TfSE is seeking as part of its Proposal to Government are set out in Section 5. These include the following:

- general sub-national transport body functions relating to the preparation of a Transport Strategy, advising the Secretary of State and co-ordinating transport functions across the TfSE area (with the consent of the constituent authorities);

- Local Transport functions;

- being consulted on rail franchising and setting the overall objectives for the rail network in the TfSE areas;

- jointly setting the Road Investment Strategy RIS for the TfSE area;

- obtaining certain highways powers which would operate concurrently and with the consent of the current highways authority to enable regionally significant highways schemes to be expedited;

- securing the provision of bus services, entering into quality bus partnership and bus franchising arrangements with the consent of the constituent authorities;

- introducing integrated ticketing schemes;

- establishing Clean air zones with the power to charge high polluting vehicles for using the highway with the consent of the constituent authorities;

- power to promote or oppose Bills in Parliament; and

- incidental powers to enable TfSE to act as a type of local authority.

Hampshire County Council's Comments

Subsidiarity and Devolution of Powers

31. The County Council takes the view that the ***principle of subsidiarity*** should inform the development of TfSE as far as possible, with an emphasis laid on drawing down powers from Government that lend themselves to sub-national governance and would sit well at the regional level. On this basis, the County Council welcomes the inclusion of the following powers as part of the proposal:

- To set High Level Output Specification for Rail;

- To set Road Investment Strategy (RIS) for the Strategic Road Network (SRN).

32. The Proposal to Government is a key step in a process which, if successful, will shape TfSE and the management of transport issues in the South East for years to come.

33. Although the draft proposal includes consideration of the process to make future amendments to TfSE's functions and constitution, the initial phase of set up will be pivotal in establishing the terms of any future negotiation, and is likely to be the best opportunity at which to seek true devolution of powers from central government to the region.

34. The County Council would therefore welcome ***further discussion as to what other powers held centrally at present could be beneficially devolved to***

the regional level with a view to improving outcomes for residents, and to supporting sustainability and economic growth.

Concurrent Powers and Consent

35. The draft proposal predominantly focuses on powers to be held concurrently with the local highway authorities. In most cases (though not all), the proposal requires that the exercise of such powers is with the consent of the affected local authority(ies). However, as currently written, there are a number of significant powers that do not currently require this, such as constructing highways or making capital grants for the provision of public transport facilities. ***The County Council would require that any such powers may only be exercised by TfSE with the express consent of the authority(ies) affected which concurrently hold the same power***.

36. The proposed constitutional arrangements stressing majority and super-majority decision making may be appropriate on matters of strategy, budget, and constitution, but for particular interventions and activities it is vital to establish the principle of local consent. The draft proposal rules out the use of vetoes per se, but in certain circumstances the withholding of local consent could amount to a veto, and the Proposal to Government should be clear that this right would be ***enshrined in the constitutional arrangements to preserve the final say of existing local highway authorities on interventions within and affecting their borders***.

37. ***These two key principles, the one of consent and the other of subsidiarity, should lie at the core of the proposal, with the principle of local consent written into the constitutional arrangements***. The County Council is keen to engage with other constituent authorities about the possibility of a **"Political Declaration"** that would clarify the centrality of these guiding principles over and above the necessary detail and legal provisions to be included in the Proposal to Government.

38. Partnership working, and the associated establishment of joint committees, can go a long way to achieving mutually beneficial transport outcomes on a sub-regional basis, but a sub-national transport body for the South East, entrusted with statutory powers, offers new and unique benefits for the region as a whole, and Hampshire in particular. Specifically, when formalised as a sub-national transport body, TfSE will be able to:

- exercise greater influence over Government than individual authorities, or informal joint working arrangements between them;
- attract more investment in the region as a whole and for specific localities; and
- obtain powers over and above those held by specific authorities, drawing funding and powers down from Government to facilitate more regional and local solutions for sub-national transport needs and issues.

39. There are therefore clear benefits to be gained through participation in TfSE, and the County Council's significant involvement to date places it well to help ensure that local outcomes can ultimately be delivered across the region. The wider Hampshire area is home to three international gateways, namely the maritime ports of Southampton and Portsmouth, and the airport of Southampton. This makes the county a key player in TfSE.

40. Authority is therefore sought to finalise a detailed response to the draft proposal in consultation with the Executive Member for Economy, Transport and Environment and based upon the principles outlined above. Such a response will comment on each of the powers sought or otherwise mentioned in the draft proposal. However, worthy of comment here is the County Council's desire to see ***General Power 102P under Part 5A of the Local Transport Act 2008 explicitly excluded from the proposal***. This empowers the sub-national transport body to direct constituent authorities about the exercise of transport functions in relation to the sub-national transport body's strategy. Clearly, this would be unacceptable to the County Council, and it will be important to ensure it is clearly excluded both from the Proposal to Government and from any counter proposal made in turn by Government itself.

Finance

41. TfSE has established an annual subscription of £58,000 per county and £30,000 per unitary. The Department for Transport (DfT) has recently settled a one-off grant of £1,000,000 towards the cost of the development of the Transport Strategy. There is a reasonable expectation that DfT will allocate some core revenue funding for TfSE once it has achieved statutory status, on the basis that the constituent authorities will continue to make contributions. TfSE will also seek further capital funding from the DfT to take forward its technical work programme.

Conclusions and Way Forward

42. TfSE provides an opportunity to support and deliver growth plans across the region through the development of a long-term strategic programme of transport measures to facilitate economic growth and make the South East more competitive. It will complement the work of the LEPs and support delivery of Local Plans.

43. Such a body would also enable the County Council to influence the prioritisation of investment by the major national transport agencies such as Highways England and Network Rail in a way that has not been possible in the past.

44. The consultation period closes on 31 July 2019, and the responses will be reported to the next meeting of the TfSE Shadow Partnership Board on 19 September 2019, where the constituent authorities will discuss next steps in light of the Secretary of State for Transport's recent letter.

45. Subject to agreement of this report's recommendations, the County Council will seek to work with other constituent authorities to develop a Political Declaration as set out above.

Consultation and Equalities

46. This paper relates to a procedural matter which will not in and of itself have an impact on people with protected characteristics. As and when the work of TfSE leads to the delivery of schemes and interventions in Hampshire, the County Council will have opportunity to assess impacts on people with protected characteristics and take these into account when consenting to, implementing, or influencing TfSE operations.

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:	
Title	Date
Direct links to specific legislation or Government Directives	
Title	Date
TfSE Proposal to Government	

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 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 disproportionally low.

2. **Equalities Impact Assessment:**

This paper relates to a procedural matter which will not in and of itself have an impact on people with protected characteristics. As and when the work of TfSE leads to the delivery of schemes and interventions in Hampshire, the County Council will have opportunity to assess impacts on people with protected characteristics and take these into account when consenting to, implementing, or influencing TfSE operations.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	16 July 2019
Title:	Project Appraisal: Bradfords Roundabout Air Quality Scheme, Farnborough
Report From:	Director of Economy, Transport and Environment

Contact name: Jakub Styszynski

Tel: 01962 845396 **Email:** jakub.styszynski@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek the Executive Member for Economy, Transport and Environment's approval for the implementation of the Bradford's Roundabout improvement scheme in Farnborough.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for Bradford's Roundabout in Farnborough, as outlined in this report.

3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to Bradford's Roundabout in Farnborough as set out in this report, at an estimated cost of £438,665 to be funded from the Joint Air Quality Unit (JAQU) Grant as part of the Early Measures Fund bid.

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.

Executive Summary

5. This report seeks the Executive Member for Economy, Transport and Environment's approval for the implementation of the Bradford's Roundabout improvement scheme in Farnborough.

6. The scheme seeks to provide improvement by creating a third lane on the northern side of the eastern arm of Bradford's roundabout, within the existing grass verge. The third lane will provide additional capacity for traffic entering

the roundabout and wishing to proceed to the west or north, or back to the A331 to the east.

7. Implementing this scheme would reduce congestion at this location, reducing the amount of time vehicles are idling and improving flows from the northern section of the A331 (identified by DEFRA's PCM model as some the most persistent predicted NO_2 exceedances in the local area) onto the local highway network.

Location shown below:

A detailed location plan is shown in Appendix 1

Finance

8.	Estimates	£'000	% of total	Funds Available	£'000
	Design Fee	35	8	DfT JAQU Grant	439
	Client Fee	11	2.5		
	Supervision	22	5		
	Construction	371	84.5		
	Land	0	0		
	Total	439	100	Total	439

9.	Maintenance Implications	£'000	% Variation to Committee's budget
	Net increase in current expenditure	1	0.001%
	Capital Charge	42	0.026%

Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	7/19	10/19	12/19	12/20

Scheme Details

10. The scheme consists of adding another lane onto the A331 approach onto the A325 Bradford's Roundabout in Farnborough. This is to aid with issues of congestion, air pollution as well as aiding the future development of the area.

11. It will involve adding on an additional lane (by widening the existing central reservation). In more detail the construction will involve the following:

    - excavation works for the additional lane;
    - installation of 4 gullies and a manhole;
    - installation of associated drainage pipes to be connected to the existing system;

- surfacing works (base course, binder course and wearing course);
- installation of additional road signs;
- relocation of 1 illuminated road sign;
- installation of white lining;
- regrading of verges and topsoil and seeding; and
- installation of wooden vision obscuring fencing in central reservation.

Departures from Standards

12. None.

Consultation and Equalities

13. Farnborough Growth package public consultation included Bradford's Roundabout improvement with 60% of consultees in favour of the scheme. Although the scheme was not prioritised as part of the package it shows support from the public. Results are shown in the table below.

Do you support the suggested improvement options/areas of study at the following junctions and links along the A325 Farnborough Road? (please tick one option in each row)								
	Bradford's Roundabout	Bradford's Roundabout to Empress Avenue junction	Highgate Lane junction	Ham and Blackbird gyratory	Clockhouse Roundabout	Kingsmead Bus access proposals	Pinehurst Roundabout	Alexandra Road cycle facilities
Yes	321	298	247	330	265	293	228	308
No	94	95	125	82	132	81	145	104
Maybe	120	143	165	130	144	163	160	129
No response	48	47	46	41	42	46	50	42

14. The intended effect of the scheme, to improve air quality, could have a positive impact for older and younger people, and also for pregnancy and maternity, as evidence suggests that these groups are disproportionately impacted by existing poor air quality.

Statutory Procedures

15. A Temporary Traffic Regulation Order (TTRO) (slip road closure) will be required for part of the works and is in the process of being progressed. An option of constructing the work is also being looked at which might eliminate the need for a TTRO.

Land Requirements

16. The area of the work is within the highways boundary, so no land purchase is required.

Maintenance Implications

17. The improvements will have a minor impact on future year's maintenance budgets and this is expected to be approximately £1,000 per annum. The Asset Management team has been consulted on the proposals and has agreed to the standard highway materials being used.

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

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EQUALITIES IMPACT ASSESSMENT:

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   - 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 disproportionally low.

2. **Equalities Impact Assessment:**

   The intended effect of the scheme, to improve air quality, could have a positive impact for older and younger people, and also for pregnancy and maternity, as evidence suggests that these groups are disproportionately impacted by existing poor air quality.

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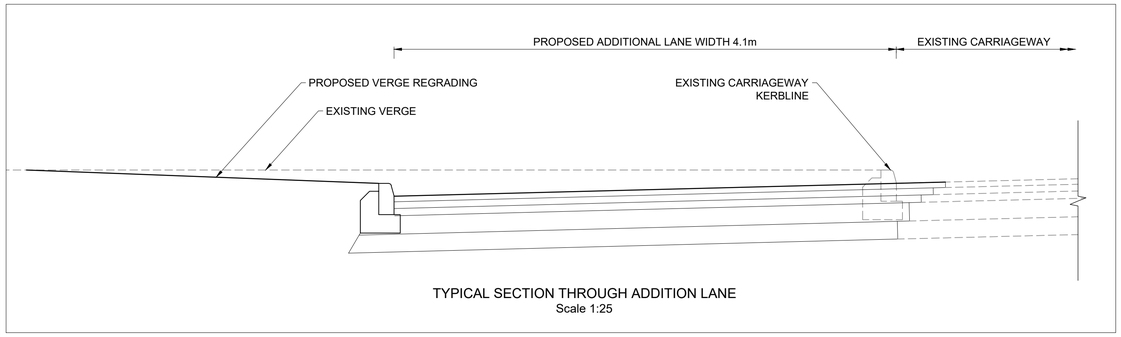


TYPICAL SECTION THROUGH ADDITION LANE
Scale 1:25

NOTES

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
3. ALL LEVELS ARE ABOVE ORDNANCE DATUM, UNLESS OTHERWISE STATED
4. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAYS WORKS (SHW), SUPPLEMENTED BY THE CONTRACT SPECIFICATION APPENDICES
5. REFER TO SERIES 700 DRAWINGS FOR DETAILS OF CARRIAGEWAY CONSTRUCTION.
6. FULL DEPTH CONSTRUCTION
   45mm SURFACE COURSE (HRA 30/14 F SURF 40/60)
   60mm BINDER COURSE (AC20 DENSE BIN 40/60)
   180mm BASE (AC32 DENSE BASE 40/60)
   145mm GRANULAR TYPE 1 SUB-BASE
   600mm 6F5 CAPPING
7. SURFACE COURSE INLAY
   45mm SURFACE COURSE (HRA 30/14 F SURF 40/60)
8. EXISTING DRAINAGE NETWORK IS TO BE CLEANSED AND JETTED ONCE THE WORKS ARE COMPLETE

KEY

- PG# — PROPOSED TYPE 1 GULLY TO STANDARD DETAIL HCC10/D/015 WITH REFERENCE
- PC1 PC1 — PROPOSED TYPE PC1 PRECAST CONCRETE KERB TO STANDARD DETAIL HCC10/C/010
- PROPOSED FULL DEPTH CARRIAGEWAY CONSTRUCTION SEE NOTE 6
- PROPOSED CARRIAGEWAY INLAY RESURFACING TO A DEPTH OF 45mm MAX SEE NOTE 7
- PROPOSED GULLY CONNECTION PIPE WITH FLOW DIRECTION
- 1010 (100) — PROPOSED WHITE COLOURED ROAD MARKING WITH DIAGRAM NUMBER AND WIDTH in MILLIMETRES OR LENGTH INDICATED IN BRACKETS
- PS# — RELOCATED ILLUMINATED TRAFFIC SIGN ON NEW WBP POST WITH REFERENCE
- HIGHWAY BOUNDARY
- PROPOSED TOPSOIL AND SEEDING

FOR LOCATION OF TEMPORARY SIGNS, SEE INSET

REFRESH EXISTING WHITE LINING TO EXTENTS OF DRAWING

Farnborough A325 | Hawley B3272 | Frimley C'berley A325

Scheme Ref	Bradford Adbr		
Sign Ref	P003 & P003	Y-Height	125.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	2745mm
Border	BLACK	Height	1920mm
Material	Class R3B Microprismatic	Area	7.20m²

PROPOSED 1200mmØ CHAMBER TO BE CONSTRUCTED UPON EXISTING DRAINAGE OUTFALL PIPE. REFER TO STANDARD DETAIL HCC10/D/045 FOR DETAILS

PROPOSED 3 No. 5.4m LONG CLOSE BOARDED FENCE TO HCD H14, MINIMUM HEIGHT 2m, TO DECREASE VISIBILITY ON APPROACH. FENCING TO BE POSITIONED AS AGREED ON SITE BY THE OVERSEEING ORGANISATION

PROPOSED 150mmØ PIPE

TIE INTO EXISTING ROAD MARKING

BRADFORDS ROUNDABOUT

NO REFRESH OF EXISTING WHITE LINING HERE

FARNBOROUGH ROAD (A325)

A325 NB

LEFT TURN

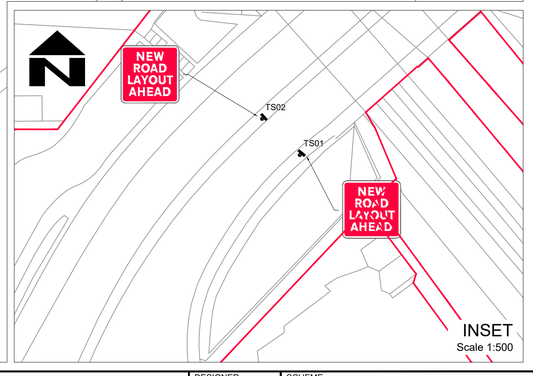
PS01 PS02 PS03

PG01 PG02 PG03 PG04

PC1

1004 (100) 1038 (4m) 1038 (6m) 1036.1 (4m) 1023 A (200) 1003 A

3.65m 4.1m



INSET
Scale 1:500

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
A	ROAD MARKINGS & FENCING ADDED	01.06.2019	RB		

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	SCHEME			DRAWING TITLE	
MF	BRADFORD ROUNDABOUT FARNBOROUGH			GENERAL ARRANGEMENT	
CAD					
CLT					
CHECKED	JOB No. C.J008996.01			HCC CAD PLOT: 21/6/2019 12:26:46	
JEMR					
APPROVED	SCALE @ A1	DATE	SHEET NUMBER	DRAWING NUMBER	REV
JRO	1:200	27.03.2019	1 OF 1	EC/CJ008996/101	A

HCC CAD FILE: K:\Eng\Roads\Schemes\CJ008996.01 Bradfords Roundabout\AutoCAD\General\EC-C008996-101 GA.dwg

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	16 July 2019
Title:	Guidance for Residents for On-Street Electric Vehicle Charging in Hampshire
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 01962 846892 **Email:** adrian.gray@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval for a simplified approach to on-street electric vehicle charging in Hampshire, where residents are provided with guidance on sensible precautions to safeguard public safety when charging electric vehicles using a cable across a footway and/or verge.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the proposed approach to supporting on-street electric vehicle charging in Hampshire, as set out in this report and the attached guidance.
3. That the Executive Member for Economy, Transport and Environment authorises the Director of Economy, Transport and Environment to make appropriate minor amendments to the guidance as may be required from time to time.

Executive Summary

4. This paper seeks to set out the options for residents without off-street parking to charge electric vehicles, and proposes a simplified approach, where residents are provided with guidance on sensible precautions to safeguard public safety when charging electric vehicles using a cable across a footway and/or verge. This will provide similar opportunities to charge electric vehicles for residents with and without off-street parking.

Contextual information

5. The Government will end the sale of new petrol and diesel cars and vans by 2040. Currently electric cars and vans are more expensive to purchase than conventional vehicles, but cost parity is anticipated by the mid-2020s and lead to an increasing preference for electric vehicles as they are cheaper to run.

6. The majority of charging is anticipated to occur at home overnight, but charging is considerably easier for residents with off-street parking. The County Council therefore needs to determine how residents without off street parking can have access to equivalent on-street charging facilities. “Equivalent” includes benefitting from the lowest electricity tariff available to domestic customers charging off-peak.
7. As well as supporting the Government’s aim that almost every car and van will be zero emission by 2050, encouraging the switch from petrol and diesel vehicles to electric and plug-in hybrid vehicles will reduce the public health consequences of vehicle pollutants. Providing equivalent on-street charging facilities for residents without off street parking is central to this aim.

Options

8. The County Council has a framework for procuring electric vehicle charge points, which can be installed in both on and off-street parking areas.
9. It would be possible to install on-street electric vehicle charge points whereby residents without off street parking can charge their vehicle using the closest available facility.
10. The provision of on-street charge points would require Traffic Regulation Orders (TRO) and impose restrictions on spaces available for general parking in areas where parking spaces will be at a premium. Growing demand would require multiple on-street charge points to be provided overtime.
11. There may be technical electricity supply limitations on providing multiple on-street charge points that mean requests could not be met or would require expensive electricity supply works.
12. Limited Government grant funding is available and could enable the County Council to install a small number of on-street electric vehicle charge points at no or at a reduced cost. The available funding would not meet the anticipated demand, requiring funding to be identified.
13. The County Council is unlikely to be able to charge the customer the full cost of providing a charge point, which is estimated to be £7,500 approximately.
14. It would be possible to set the price of electricity paid by the customer to recover the full cost of procuring and operating the charge point over its lifetime. This would result in a considerably higher cost to the customer than would be available to residents charging off-peak at home. There would also be a risk that the costs would not be recovered.
15. The framework includes an option for the supplier to provide electric vehicle charge points at no cost to the County Council, with the supplier investment being recuperated through energy charges. The County Council would still be liable for the cost of any TRO and associated signs. This would limit the County Council’s financial risk, but similarly result in a higher cost to the customer than would be available to residents charging off-peak at home.
16. In all cases, the County Council would be liable for future asset management costs, increasing the pressure on an already severely limited highways maintenance budget.

17. The financial implications of installing on-street electric vehicle charge points in response to all requests for charging facilities from residents without off-street parking are prohibitive.
18. It would be possible for the County Council to minimise the financial implications of installing on-street electric vehicle charge points by making no specific provision for residents without off-street parking to charge electric and plug-in hybrid vehicles, and instead advise residents to use a limited number of on-street charging facilities where these may operate on a full-cost recovery basis, those provided in public carparks, and those available commercially.
19. This would result in a loss of convenience and a higher cost to the customer than would be available to residents charging off-peak at home.
20. This would also make owning electric and plug-in hybrid vehicles less attractive and discourage the switch from petrol and diesel vehicles that will reduce the public health consequences of vehicle pollutants.
21. In order to minimise the financial implications for the County Council and encourage the switch to electric and plug-in hybrid vehicles, a straightforward and low cost solution is required.
22. Many residents without off-street parking could charge their vehicle by running an electric cable from their property across a public footway or verge to their vehicle. This would enable residents to conveniently charge their vehicle and benefit from the lowest electricity tariff available to them in the same way as residents with off-street parking. Permitting residents to charge their vehicles in this way would also require no specific provision for on-street electric vehicle charge points, minimising costs for the County Council.
23. Currently residents running an electric cable across a public footway or verge could be required to stop doing so as the cable could present an obstruction and a hazard to pedestrians. A method of permitting residents to run an electric cable from their property across a public footway or verge to their vehicle while safeguarding public safety is therefore required.
24. It would be possible for the County Council to license a cable across the footway for charging electric vehicles. Licences are used to manage a variety of highway activities and a licence for charging electric vehicles would be consistent with existing highways management. A licence would require residents to comply with a number of standard provisions to safeguard the public from the hazard presented by a cable. An administration fee to cover the authority's cost in assessing licence applications could be charged.
25. Meeting standard provisions e.g. public liability insurance, and the cost of applying for a licence, could discourage members of the public from purchasing electric and plug-in hybrid vehicles. The County Council could also be criticised for introducing an unnecessarily restrictive regime if the public consider the standard provisions excessive.
26. It would be possible for the County Council to issue appropriate guidance in lieu of standard licence provisions that would provide safeguards at a lower cost to residents.
27. Permitting residents to charge their vehicles in this way would provide a simplified approach to on-street electric vehicle charging in Hampshire, enable

residents to conveniently charge their vehicle and benefit from the lowest electricity tariff available to them, minimise costs for the County Council, and safeguard public safety.

Legal Considerations

28. Guidance is not enforceable. Those reading are not bound by it, and the County Council is not able to allege a default in the event guidance is not followed.
29. If guidance is provided, and residents charging electric vehicles are required to notify us of the location and confirm they have read it, but enforcement action is not possible, the County Council would need to clearly set out the purpose for retaining personal data.
30. If the data collected is not used for a defined purpose then there will be no legal justification for collating and retaining it. If the purpose of retaining the data is for controlling reasons then a licence would be the appropriate route.
31. By recording details the County Council would also be deemed to be aware of it as a Highway Authority and would need to set out how is it informs inspections and action in response to unsafe cables that are seen on the highway. This will become disclosable information in a civil claim.
32. If enforceable criteria are required, then a licence needs to be issued under Section 178 of the Highways Act 1980.
33. An existing licence for a cable on/over the highway is available but is aimed at organisations rather than individuals. A specific licence for charging electric vehicles would be required.
34. If a licence was used, the homeowner would be required to insure the public liability risk as a licence condition.
35. Prosecution of those not applying for licences is provided under s178(4) Highways Act 1980.
36. It is necessary to determine which of guidance or enforcement is the appropriate way to facilitate residents charging electric vehicles. Guidance would need to be information only and not record any data from the homeowner. If controls are considered necessary then a licence would need to be issued.
37. Residents may extend electric cables over the footway for a variety of purposes other than charging electric vehicles e.g. powered garden tools, car cleaning. Similarly, residents may leave obstructions on the footway e.g. rubbish bins for collection, garden waste, etc. Licences are not required to control these potential hazards. Charging electric vehicles is consistent with other routine domestic activities and does not present a specific hazard or aggravated risk.
38. Charging is likely to take place overnight when cables would be less visible. In the winter this would include periods of higher footfall. The hazard is similar to that of non-safety footway defects or obstructions e.g. tree debris.
39. Guidance on sensible precautions would help residents wishing to charge their electric vehicles to make informed decisions.
40. A licence would provide a means of enforcing compliance with broad criteria, but would require inspections and action in response to non-compliance, including potential prosecution. Over time, and with anticipated growth in electric

vehicle ownership, the proposed approach will need to be kept under review. Broad criteria and charges could be perceived as excessive to the risk and a barrier to electric vehicle ownership.

Guidance

41. It is proposed to provide guidance for residents to help them charge their vehicles safely. Guidance is likely to be updated from time to time to reflect feedback. A draft initial guidance document is attached (Appendix 1) and summarised below.
42. Vehicles should be parked as close to the property as possible. Where a vehicle cannot be parked immediately opposite the property, the cable should be run along the carriageway channel against the kerb. The recommended maximum distance from a point opposite the property is 10 metres (approximately 2 car lengths).
43. Vehicle should be parked on the carriageway and in accordance with any parking restrictions. The vehicle should not obstruct the footway.
44. A cable guard should be used and should cover the area likely to be walked across, including the full width of any footway and verge between the property and the vehicle.
45. The cable guard should be non-slip, have contrasting colour markings e.g. yellow, have anti-trip sloped sides, and be of a tough construction suitable for outdoors use.
46. The cable should only be placed over the footway when the vehicle is charging and should be removed after use.
47. Electric vehicles will differ, and residents should refer to their vehicle's handbook for guidance on connecting their specific vehicle to a power supply.
48. Extension leads will also differ and residents should read any instructions on the correct use provided with their extension lead.
49. Cables should never be extended from an upper storey to a vehicle.
50. Where a location is not suitable then the County Council has existing highway powers to prevent cables being used across the public highway.
51. Where a location is suitable, but sensible precautions have not been put in place to charge a vehicle safely, then residents can be advised of the available guidance to support them.

Finance

52. There are no specific financial implications of this proposal.
53. The proposal is recommended as a way to respond positively to the growing demand for electric vehicle charge points from residents without off-street parking while minimising costs for the County Council and safeguarding public safety.

Performance

54. It is anticipated that the guidance would be reviewed over time to ensure it adequately safeguards public safety. Enforcement action could be required where residents running an electric cable across a public footway or verge do not comply with guidance and where the cable presents an obstruction and a hazard to pedestrians.

Consultation and Equalities

55. There is a preference for home charging for electric vehicles due in part to the added convenience and in part because residents can take advantage of the lowest domestic off-peak tariffs available. As such it is felt that consultation on a process to reflect this preference is not necessary. The policy will provide simple and straightforward guidance to make it easier for residents to charge on-street outside their properties where appropriate, while existing highway powers will continue to provide enforcement powers where on-street charging is not appropriate.

56. Residents of multi-occupancy dwellings and/or in urban locations with controlled parking (regulations or designated bays away from property) will not generally be able to charge an electric vehicle on-street in the same way. These residents are not adversely affected by the proposal but are not provided with the same opportunity. Within this group will be lower income households.

57. Guidance for residents seeking to charge their vehicles whilst parked on the street should reduce the risk of hazards posed by extended cables, and as a result have a positive impact on older and younger people, and people with disabilities, who might be more vulnerable to such risk.

Conclusions

58. This report seeks approval for a simplified approach to on-street electric vehicle charging in Hampshire, where residents are provided with guidance on sensible precautions to safeguard public safety when charging electric vehicles using a cable across a footway and/or verge. Adopting this approach will enable residents without off-street parking to conveniently charge their vehicle and benefit from the lowest electricity tariff available to them and minimise costs for the County Council.

59. Alternative options have been considered and rejected based on the need to provide residents without off-street parking access to equivalent on-street charging facilities. “Equivalent” includes benefitting from the lowest electricity tariff available to domestic customers charging off-peak.

60. Providing equivalent on-street charging facilities for residents without off street parking is central to the aim of encouraging the switch from petrol and diesel vehicles to electric and plug-in hybrid vehicles to reduce the public health consequences of vehicle pollutants.

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 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 disproportionally low.

2. **Equalities Impact Assessment:**

Residents of multi-occupancy dwellings and/or in urban locations with controlled parking (regulations or designated bays away from property) will not generally be able to charge an electric vehicle on-street in the same way. These residents are not adversely affected by the proposal but are not provided with the same opportunity. Within this group will be lower income households.

Guidance for residents seeking to charge their vehicles whilst parked on the street should reduce the risk of hazards posed by extended cables, and as a result have a positive impact on older and younger people, and people with disabilities, who might be more vulnerable to such risk.

Electric vehicle charging – guidance for residents:

Text on existing page:

(https://www.hants.gov.uk/transport/ev-charging-points)

Where residents do not have a driveway or other off street parking, then they may still be able to safely charge an electric vehicle from their property where they are able to park directly outside their property. **Guidance** has been produced to help residents in these locations.

Please note that it is the responsibility of the person charging the vehicle to adhere to any parking restrictions that may be in place and to not obstruct the footway or any accesses. The guidance is intended to help residents make informed decisions about how they can charge a vehicle in these locations, but it is the responsibility of the person charging the vehicle to avoid putting themselves and others at risk when trailing a cable across a footway or an area people may cross.

'The above guidance wording will hyper link to the new page below.'

Guidance page:

Electric Vehicles

Hampshire County Council recognises the significant benefits of Electric Vehicles (EV), particularly in relation to air quality and public health, and that usage of electric vehicles by residents is increasing.

Most electric cars come with a cable you can plug in at home with a normal 13amp socket. This makes charging an EV reasonably straight forward for residents with access to off street parking.

Residents should refer to their vehicle's handbook and any instructions for the use of cables, including extension cables, and seek advice from a qualified electrician before charging an electric vehicle.

The below guidance has been produced to aid residents for whom off street parking is not available but wish to charge their vehicle.

It is important to consider public safety and existing legislation when placing the cable from the power supply in your home to your vehicle. Owners should be aware that any legal liability arising from the placement of the cable/guard is their responsibility and they may wish to speak to their home insurer to seek confirmation that their home insurance policy covers this situation.

Vehicle parking

Vehicles should be parked as close to the property as possible. Where a vehicle cannot be parked immediately opposite the property, the cable should be run along the carriageway channel against the kerb. The recommended maximum distance from a point opposite the property is 10 metres (approximately 2 car lengths).

The cable should not cross the carriageway therefore your vehicle should always be parked on the same side of the road as your property.

Any vehicle parked on the Highway must always adhere to any local parking restrictions that may be in place and should not obstruct the footway

The Charging of your vehicle

Whenever you are charging your vehicle, you should always follow all guidance and recommendations in your manufacturer's handbook (this may differ depending on the vehicle).

Any extension lead that is required should be suitable for external use and residents are advised to read any instructions on the correct use provided with their extension lead.

Cables should be laid flat and never be extended from an upper storey to a vehicle, nor should they be hung from any street furniture including lamp columns or trees.

A cable should only be placed over the footway when the vehicle is charging and should always be removed when not in use.

It is the resident's responsibility to ensure that the cable does not cause a danger or a nuisance to the public.

Using a cable protector

The most suitable solution for getting the cable from your property boundary to your vehicle safely is to use a suitable cable protector/guard. Cable protectors are regularly used in public spaces and areas of high footfall to cover cables/ wires on a temporary basis.

Any cable guard used should cover the area likely to be walked across, including the full width of any footway and verge between the property and the vehicle.

The cable guard should be non-slip, have contrasting colour markings e.g. yellow, have anti-trip sloped sides, and be of a tough construction suitable for outdoors use.

Please see the below examples of what to do and what not to do when charging an electric vehicle.

What to do:

What not to do:

Is a licence required?

Currently an EV charging cable does not require a licence. However, as policies are reviewed and updated this may change in the future.

Although no licence is currently required, where a location is not suitable then the County Council has existing powers under Section 162 of the Highways Act to seek to have the cable removed.

A license shall be required for all other temporary placement of cabling on or over the carriageway. This can be found here:

https://www.hants.gov.uk/transport/licencesandpermits/cables

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	16 July 2019
Title:	Use of Non-Prescribed Signs on Public Highways
Report From:	Director of Economy, Transport and Environment

Contact name: Adrian Gray

Tel: 01962 846892 **Email:** adrian.gray@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to advise the Executive Member for Economy, Transport and Environment of recent guidance from the Secretary of State for Transport, regarding the use of non-prescribed traffic signs on local authority roads. The report further seeks authority to remove reported non-prescribed traffic signs.

Recommendation

2. That the Executive Member for Economy, Transport and Environment notes the recent guidance from the Secretary of State for Transport regarding the use of non-prescribed traffic signs on local authority roads, and authorises the Director of Economy, Transport and Environment to arrange removal of reported non-prescribed traffic signs in order to comply with legislation and safeguard the authority from litigation, and to avoid compromising enforcement which would be detrimental to road safety.

Executive Summary

3. This paper seeks to set out the implications and responsibilities for Hampshire County Council in its role as the Highway Authority in regard to use of non-prescribed traffic signs on local authority roads.

Contextual information

4. The Secretary of State for Transport has written to all local authorities regarding the use of non-prescribed traffic signs on local authority roads.

5. In his letter, the Secretary of State reminds local authorities of the need to comply with the legislation:

   '*I would also like to remind you that as a traffic authority you are responsible for ensuring that traffic signs you erect on your road network comply with legislation. The use of non-prescribed signs on public highways without authorisation might be deemed unlawful, with authorities using them acting*

beyond their powers. The erection of an unauthorised sign in the highway is an obstruction and the possible consequences of erecting or permitting the erection of obstructions can be severe.

'Those responsible could lay themselves open to a claim for damages, for example if an obstruction is the cause of an accident or an injury in a collision, or if it adversely affects a property adjacent to the road by blocking light or impairing visual amenity. Furthermore, the use of unlawful traffic signs might compromise enforcement of statutory provisions and be detrimental to road safety.'

6. The County Council regularly receives requests from members of the public to erect signs that cannot be implemented because the request lies outside of the legislation. An example is the provision of 30mph speed limit repeater signs on street lit roads.
7. Signs can often be erected on the public highway by third parties without the County Council's permission. In most cases they do not comply with Traffic Signs Regulations or the prescribed use. Such non-prescribed and unauthorised traffic signs need to be removed.
8. For the reasons given by the Secretary of State, it is important that signs are used strictly in compliance with the legislation.
9. The Department for Transport prescribes the lawful use of signs in the Traffic Sign Regulations and General Directions, and in various volumes of the Traffic Signs Manual. Erecting signs on public roads outside of these uses requires specific authorisation by the Department for Transport. Such authorisation is rarely given as the legislation is intended to provide a nationally consistent signing regime and legally enforceable regulation.
10. Concern about sign clutter is anticipated to further limit the use of signs, emphasising the need to use signs sparingly and only where there is a clear justification. The County Council's traffic management policies, which have an emphasis on evidence-led road safety, are consistent with this aim. In addition, the County Council's traffic engineers take the opportunity to rationalise signs where possible when new highway schemes are designed and implemented.
11. In his letter, the Secretary of State reminds local authorities that distances shown on traffic signs must be in imperial units. Metric units are not permitted as a measurement of distance. Where signs are reported with metric units these will need to be replaced or amended to give the distance in imperial units.
12. Removing non-prescribed signs and correcting non-permitted variants e.g. use of metric units for distances, is an existing duty, but specific Executive Member authority for this action is appropriate as non-prescribed signs can be erected by other bodies at their cost and removing these may potentially lead to disputes. A policy decision also supports the management of requests for signs that are outside of their permitted use.

Finance

13. The cost of removing, replacing or amending signs will be met from existing resources.

Consultation and Equalities

14. In his letter, the Secretary of State reminds local authorities of the need to comply with the legislation. As this is a legal requirement for the authority there is no identified consultation or stakeholder engagement. Removing unlawful signs is an existing duty.

Conclusions

15. The Department for Transport prescribes the lawful use of signs in the Traffic Sign Regulations and General Directions, and in various volumes of the Traffic Signs Manual. Signs that do not comply with the prescribed use need to be removed to comply with legislation and safeguard the authority from litigation, and to avoid compromising enforcement which would be detrimental to road safety.

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Links to the Strategic Plan

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- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionally low.

2. **Equalities Impact Assessment:**

There is no change to policy and it is not anticipated that this decision will have a disproportionate impact on groups with protected characteristics.

The proposal is in response to a letter from the Secretary of State for Transport, regarding the use of non-prescribed traffic signs on local authority roads. The specific proposal is to remove reported non-prescribed traffic signs or amend to correct non-permitted variants

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Economy, Transport and Environment
Date of Decision:	16 July 2019
Decision Title:	Appointments to Statutory Joint Committees and Outside Bodies
Report From:	Director of Transformation and Governance - Corporate Services

Contact name: Katy Sherwood

Tel: 01962 847347 Email: katy.sherwood@hants.gov.uk

1. The Decision (PROPOSED):

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

OUTSIDE BODIES AND OTHER ORGANISATIONS

(To be replaced)

	Name of Body	Description	Previous representatives	Appointment(s) until May 2021
1.	Southampton International Airport Consultative Committee 2	To act as the consultative body in relation to the Airport for the purposes of Section and of the Civil Aviation Act 1968, between the airport management, users, local authorities and local organisations and the county.	**Humby**, Oppenheimer	
2.	Southern Regional Flood and Coastal Committee (SRFCC) 2 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience.	**Humby**, Bolton (Heron)	
3.	Thames Regional Flood and Coastal Committee	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment	**Humby** (Heron)	

	1 (+ deputy)	Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.		
4.	Wessex Regional Flood and Coastal Committee 1 (+ deputy)	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members.	**Bolton** (Heron)	

2. Reason for the decision:

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

3. Other options considered and rejected:

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

4. Conflicts of interest:

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

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

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

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

7. Statement from the Decision Maker:

Approved by:

Date: 16 July 2019

Executive Member for Economy, Transport and Environment
Councillor Rob Humby