

Public Document Pack



NOTICE OF MEETING

Meeting	Executive Member for Economy, Transport and Environment Decision Day
Date and Time	Tuesday, 10th March, 2020 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

DEPUTATIONS

To receive any deputations notified under Standing Order 12.

KEY DECISIONS (NON-EXEMPT/NON-CONFIDENTIAL)

1. **CONTRACT FOR DIVER SERVICES** (Pages 5 - 10)

To consider a report of the Director of Economy, Transport and Environment regarding approval to procure a new Diver Contract enabling continued inspection and maintenance of the County's highway structures assets where underwater exploration is required.

2. **LOCAL TRANSPORT PLAN DEVELOPMENT** (Pages 11 - 18)

To consider a report of the Director of Economy, Transport and Environment regarding a proposal to revise and update Hampshire's Local Transport Plan and engage with key stakeholders as part of this process. The original LTP was agreed and published in 2011 and therefore requires updating to meet current and future challenges. In particular it is intended to support the emerging Hampshire 2050 Vision and the declaration of a Climate Emergency.

3. BASINGSTOKE TOWN CENTRE TRANSPORT STUDY AND MASS RAPID TRANSIT (Pages 19 - 30)

To consider a report of the Director of Economy, Transport and Environment regarding feasibility design and consultation on the priority transport schemes in Basingstoke Town Centre and on the proposed Mass Rapid Transit network, consistent with the Basingstoke Transport Strategy and its Implementation Plan. This will support economic growth and regeneration in Basingstoke, as outlined in the Adopted Local Plan and forthcoming Local Plan Update.

4. LOCAL BUS CONTRACTS IN ANDOVER, WINCHESTER AND NEW FOREST (Pages 31 - 42)

To consider a report of the Director of Economy, Transport and Environment detailing the outcomes of tenders to provide eleven bus services in the Andover area in addition to one in the Winchester and one in the New Forest area. The services have been tendered via the Public Bus Dynamic Purchasing System.

5. PROJECT APPRAISAL: ANSTEY ROAD/ANSTEY LANE JUNCTION IMPROVEMENT ALTON (Pages 43 - 58)

To consider a report of the Director of Economy, Transport and Environment regarding details of the Anstey Road/Anstey Lane Junction improvement scheme in Alton and seeking approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

6. TRANSFORMATION TO 2021 STREET LIGHTING LED REPLACEMENT PROJECT (Pages 59 - 66)

To consider a report of the Director of Economy, Transport and Environment regarding an opportunity to reduce the cost of managing Hampshire's street lighting network through varying the street lighting Private Finance Initiative to replace high-power lamps with LEDs. The report seeks approval to vary the PFI Project Agreement to facilitate this change in apparatus maintained through the PFI, and to procure and spend £3.2million on replacing 12,000 (approx.) high-power lamps with more energy efficient LEDs.

7. PROJECT APPRAISAL: A326 SOUTH JUNCTION IMPROVEMENTS
(Pages 67 - 82)

To consider a report of the Director of Economy, Transport and Environment regarding the delivery of the A326 junction improvements works, with an estimated cost of £8.1million funded from the Solent Local Enterprise Partnership, with £5.7million and a local match funding from Fawley Waterside Limited of £2.4million.

8. PROJECT APPRAISAL: WOODHOUSE LANE SOUTH BOTLEY
(Pages 83 - 96)

To consider a report of the Director of Economy, Transport and Environment regarding approval to implement, procure and construct the Woodhouse Lane South phase of the Botley Bypass to provide improved links between the Maypole Roundabout with the new Deer Park School to the north, at an estimated cost of £4.498million.

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

9. PROJECT APPRAISAL: ACCESS IMPROVEMENTS TO KINGS SCHOOL WINCHESTER (Pages 97 - 108)

To consider a report of the Director of Economy, Transport and Environment regarding approval of a scheme to implement a shared use footway along Romsey Road between Stanmore Lane and Battery Hill, and along Battery Hill to connect into Kings School, as well as the upgrading of the Battery Hill crossing to a toucan crossing; the report also seeks authority for removing several trees ahead of the main contract.

10. ALLOCATION OF LOCAL BUS SUBSIDY SUPPORT (Pages 109 - 116)

To consider a report of the Director of Economy, Transport and Environment seeking approval for Hampshire County Council to submit a completed Statement of Intent form to the Department for Transport, in order to secure a payment of £709,912 in 2020/21 to fund additional supported local bus services. The funding forms part of the Government's 'Better Deal for Bus Users' package of measures announced on 6 February 2020.

KEY DECISIONS (EXEMPT/CONFIDENTIAL) - None

NON KEY DECISIONS (EXEMPT/CONFIDENTIAL) - None

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:	10 March 2020
Title:	Contract for Diver Services
Report From:	Director of Economy, Transport and Environment

Contact name: Brian Hill

Tel: 01962 846905

Email: brian.hill@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval for a new Diver Contract enabling response to emergency flooding situations and inspection and maintenance of the County's highway structures assets.

Recommendations

2. That the Executive Member for Economy, Transport and Environment gives approval to procure and spend and enter into contractual arrangements, in consultation with the Head of Legal Services, for a new Diver Contract, covering emergency situations and inspection, and maintenance of Structures in and around watercourses, at a value of £3 million to be funded from the Bridges Revenue and Structural Maintenance budgets for a period of four years, commencing on 1 May 2020 with the option to extend to a maximum six year duration, as outlined in this report.
3. That authority to make the arrangements to implement the contract, including minor variations, be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services.

Executive Summary

4. The purpose of this paper is to seek approval for a new Diver Contract valued at £3 million over six years, which will enable Hampshire's highway structures in and around watercourses to continue to be inspected and maintained, ensuring they are safe and fit for purpose.
5. The appointment of a specialist Diving firm will enable full inspection of areas of structures which are not accessible to engineers due to high water levels, fast flows or low headroom.
6. The contract will also ensure that the County continues to have appropriate resources available to deal with debris and blockages in water during times of flood or storm.

Contextual information

7. Hampshire County Council has an annual programme of Diver inspections on selected bridges and structures across the County. This covers 399 bridges/structures, 318 of which require a Diver Team and 81 of which are either confined space or require the use of a remotely operated vehicle (ROV).
8. A Diving Team accompanies County Council engineers on the selected inspections and reports on the condition of elements which would not otherwise be accessible. This may be due to deep water, fast flows or low headroom. Photographs and measurements are taken by the Divers and recommended works recorded.
9. Estimates are prepared by the Divers for addressing identified issues and works are prioritised by the Bridges Team. Where it is decided to undertake repairs the Divers prepare method statements which are then submitted to relevant agencies for approval. Upon completion further photographs are taken to record the repairs.
10. Divers are also utilised to remove debris and blockages in water during times of flood or storm. These are usually unplanned emergency works and are often undertaken to assist Area Highway Offices.
11. The Diver contract is with a single, suitably qualified, specialist supplier with the Bridges Team managing the inspection programme and delivery of the services.
12. The initial contract period will be for four years duration, commencing 1 May 2020 and ending on 30 April 2024. Subject to agreement between the parties, the Contract may be extended by two periods of one-year duration each, giving a total maximum contract duration of six years.

Finance

13. Funding will come from the Bridges Revenue budget for the inspections and the Bridges Structural Maintenance budget for the structural works.

14. <u>Estimates</u>	<u>£'000</u>	<u>Budget</u>
Inspections	20 per annum	Bridges Revenue
Works	480 per annum	Bridges Structural Maintenance
Total	500 per annum	

15. Maximum anticipated spend throughout the six-year life of the contract is £3million.

Performance

16. In order to provide an objective measurement of the standard of service delivery, the Contractor will be measured by the Client (Bridge Team) using a

number of Key Performance Indicators (KPI). These will cover delivery of the various tasks within agreed timescales and site Health and Safety performance.

Consultation

17. Consultation with landowners and neighbours takes place as part of preparations for inspection and works visits. In some instances, landowners need to be consulted to arrange access and/or closure of sluice gates to reduce water flows during inspections, works or times of flood.

Climate/Environmental

18. Inspections and subsequent works will be batched by locality to reduce the number of journeys required and consent from the Environment Agency or Marine Management Organisation will be sought when undertaking works. This will include approval for methods of work and proposed materials to be used on repairs within watercourses.
19. As water levels increase due to climate change, the ability to respond quickly to flooding and associated blockages is increasingly important.

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

Bridge Files

SharePoint and Capital House
Winchester

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

The decision concerns contractual arrangements and the ongoing provision of service to aid the maintenance of structures in the interests of all Hampshire residents and the travelling public. It has therefore been assessed as having a neutral impact on people with protected characteristics.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Local Transport Plan Development
Report From:	Director of Economy, Transport and Environment

Contact name: Dominic McGrath/Daniel Hunt

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07719 990573

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daniel.hunt@hants.gov.uk

Purpose of this Report

1. The purpose of this paper is to set out and agree a proposal to revise and update Hampshire's Local Transport Plan (LTP) and engage with key stakeholders as part of this process. The current LTP was agreed and published in 2011 and therefore it is timely that the plan is reviewed and updated to ensure it continues to meet current and future challenges. In particular it would support the emerging Hampshire 2050 Vision and the declaration of a Climate Emergency.

Recommendation

2. That the Executive Member for Economy, Transport and Environment approves the proposed approach to the development of a revised and updated Local Transport Plan for Hampshire.

Executive Summary

3. The current Hampshire Local Transport Plan was published in 2011. It set out a long-term vision for how the transport network in Hampshire would be developed, alongside an initial three-year implementation plan.
4. The intention is to revise and update the LTP to meet current and future challenges – including those highlighted in the “Hampshire 2050” Vision and the declaration of a Climate Emergency.
5. This paper sets out the reasons for updating the LTP, the proposed approach (including engagement with stakeholders), the timescales and decision-making process for the revised LTP.

Contextual Information

6. The Local Transport Act 2008 (“the Act”) contains a statutory requirement for the County Council to produce and review Local Transport Plans and policies.

This forms part of the County Council's role as Highways Authority in Hampshire.

7. Accordingly, the County Council published a Local Transport Plan in 2011, designed to set a 20-year vision and strategy for local transport, for the period 2011-2031. Alongside this, it set out a three-year implementation plan to implement actions arising from the strategy, as is also required by the Act.
8. The LTP was designed to support economic growth and quality of life in Hampshire, while responding to issues like climate change. Its key priority was to protect the highway network, as Hampshire's key transport resource.
9. Whilst the original LTP is considered to have served an important purpose, there have been significant changes at the local, regional and national, transport landscape since 2011. Critically the funding environment is significantly different with the levels of funding being higher and the schemes being funded now different to those previously envisaged. There is an emerging regional sub national transport body in formation which, if it receives statutory status, will look to set a new Regional Transport Strategy. The LEPs are developing their industrial strategies around the Government's four grand challenges. There are also challenges in terms of ageing and changing demographics and new and transformative technologies which have direct transport implications. The "Hampshire 2050" vision and the declaration of a climate emergency require the County Council to review how transport can help play its part in addressing these. Revising and updating the LTP will ensure that a vision, a strategy and action plans are in place to meet these challenges.
10. It should be noted that a report to Cabinet on 6 January 2020 (titled "Interim Progress on Climate Change Strategy and Action Plan") states that the County Council "will need to ensure that reducing greenhouse gas emissions (mitigation) and increasing climate resilience of both our own assets and the wider Hampshire area is central to the work of the organisation and embedded within the delivery of key objectives in all departments". Reducing the climate impact of transport activities in Hampshire will be a key element of this.
11. As a result, it is felt timely to revise and update the LTP, creating a new document that helps address the emerging "Hampshire 2050" vision and the declaration of a climate emergency, as well as taking into account relevant national framework, such as the presumption in favour of Sustainable Development as set out by the National Planning Policy Framework 2019 (NPPF).
12. Alongside this, the revised LTP will set out policies which act in support of the County Council's numerous relevant statutory responsibilities. This includes its roles as Highway Authority and Public Health Authority within Hampshire, its statutory duty to cooperate with Local Planning Authorities on their local plans, and numerous other statutory responsibilities related to public transport, cycling, walking and other areas which are less directly related to transport. It will also support delivery of the Council's Strategic Aims, as set out in further detail in the "Performance" section of this document.

13. It is therefore proposed that work commences to update the core LTP in early 2020, with an aim of delivering a revised draft document in Spring 2021.
14. It is intended that the revised LTP will be developed using a “commissioning” model. The core LTP document will be a framework setting out the vision, desired outcomes and strategy at a high level. It will also set out the “design principles” by which a number of “subsidiary documents”, will then be commissioned. They will then set out more detailed strategies, plans and policies. Subsidiary documents may be developed at a different pace to the overarching LTP reflecting the capacity of available resources and relative urgency of each. Relevant subject matter experts will be commissioned to develop the subsidiary documents.

Engagement with Stakeholders

15. For the revised and updated LTP to be effective, it is vital that it is developed in conjunction with a number of stakeholders, both internal and external to the County Council.
16. Within the County Council, the development of the revised and updated LTP will have a cross-cutting nature across a number of different departments (and the statutory responsibilities that are managed within these departments). These will include Children’s Services, Adults Services, Public Health and Culture, Communities and Business Services.
17. Relevant departments will be engaged throughout the plan development process. Ultimately, a revised LTP will need to be signed-off by Full Council as part of the County Council’s policy framework.
18. Alongside this, it is vital to also to meet the statutory requirement (as per the Local Transport Act 2008) to consult and engage with a range of stakeholders, to include District and National Park Authorities, Parish Councils, LEPs, the transport and development industries, service users alongside businesses, residents and people working in the County. The Local Transport Act also requires the County Council to consult with the Secretary of State. There will also need to be engagement with environmental pressure groups, young people and adjoining authorities to ensure that the LTP takes proper account of concerns.
19. Not only will these consultees be among the target audiences for elements of the revised LTP, but working effectively with them will be vital to developing a Plan that is fit-for-purpose, and ultimately supported by those who will play a key role in delivery of the vision, strategy and policies that are to be set out.
20. This engagement will also be in support of wider collaboration between the County Council and the aforementioned groups, in helping to shape future place and quality of life in Hampshire.
21. The detail of this engagement will be planned as part of the wider planning for delivery of the updated LTP. However it is likely to be undertaken in two stages, the first being engagement through “commissioning dialogue” which will seek to establish which future we and our stakeholders want and then establish the

“design principles” that will allow such a future to be achievable. Following this there will be a second stage which will be a consultation on a recommended approach (according to statutory requirements).

Finance

22. Production of the Local Transport Plan will require significant staff resource and will also require the development of an evidence base. Resource costs will be met from within the Department’s revenue budget, with priorities adjusted to reflect the importance of this work.
23. The vision, strategy and policies or actions contained within a revised Local Transport Plan may relate to construction and maintenance of the highway (including footways and cycleways) and provision of public transport services, both of which could lead to financial implications for the County Council.
24. However, these costs would be managed on a local basis, within established frameworks.

Performance

25. The revised and updated Local Transport Plan will be intended to act in support of the County Council’s four Strategic Aims, namely:
 - Hampshire maintains strong and sustainable economic growth and prosperity;
 - People in Hampshire live safe, healthy and independent lives;
 - People in Hampshire enjoy a rich and diverse environment; and
 - People in Hampshire enjoy being part of strong, inclusive communities.
26. Furthermore, the Plan will support the emerging “Hampshire 2050” vision, and the declaration of a climate emergency.

Consultation and Equalities

27. The LTP will be developed with an integrated impact assessment. This will be broad enough to cover the LTP core documents, and separate assessments will be carried out for subsidiary documents.
28. It is a statutory requirement under the Local Transport Act 2008 to engage fully with both LPAs and the development and transport industries, both in their role as target audience for parts of the vision, strategy and policies that will be set out, and in support of wider collaboration with those groups in helping to shape Hampshire as a place.
29. This engagement will be undertaken throughout the plan development process, and may take the form of formal events, meetings with stakeholders, written communications, or any other form of engagement as appropriate.

30. This decision report concerns the development of a Local Transport Plan, and therefore does not have a direct impact on residents at this stage. Consultation and engagement with stakeholders will take place as part of the development of the new plan. This decision has been assessed as having a neutral impact on groups with protected characteristics.

Next Steps

31. The process of plan development and associated engagement with stakeholders will commence.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

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None

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This decision report concerns the development of a Local Transport Plan, and therefore does not have a direct impact on residents at this stage. Consultation and engagement with stakeholders will take place as part of the development of the new plan. This decision has been assessed as having a neutral impact on groups with protected characteristics.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Basingstoke Town Centre Transport Study and Mass Rapid Transit
Report From:	Director of Economy, Transport and Environment

Contact name: Phil Marshall

Tel: 01962 847122

Email: philip.marshall@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to prioritise the proposed transport schemes in Basingstoke Town Centre and the proposed Mass Rapid Transit network, in advance of feasibility work starting. This is consistent with the Basingstoke Transport Strategy and its Implementation Plan. This will sustainably support economic growth and regeneration in Basingstoke, as outlined in the Adopted Local Plan and forthcoming Local Plan Update.

Recommendations

2. That the Executive Member for Economy, Transport and Environment prioritises the following Basingstoke Town Centre transport schemes and agrees that they progress to the next stage of feasibility work:
 - Eastrop Roundabout operational and access improvements;
 - Station Approach access improvements;
 - improved access to Basing View;
 - One Way System operational and access improvements;
 - improved access to Festival Place/The Malls; and
 - comprehensive improvements for walking and cycling.
3. That authority be delegated to the Director of Economy, Transport and Environment to work with the developers of Basingstoke Leisure Park to identify and develop the transport interventions required to support the development proposal, including high quality public transport, walking and cycling links to/from the Town Centre.
4. That the Executive Member for Economy, Transport and Environment prioritises the development of the Basingstoke Mass Rapid Transit project as a high priority, as identified in the Basingstoke Transport Strategy and authorises working in partnership with key stakeholders, including Basingstoke and Deane Borough Council and bus operators, to determine and develop feasibility and

design work on infrastructure options for the priority corridors for Mass Rapid Transit.

Executive Summary

5. This paper seeks to prioritise transport schemes in Basingstoke Town Centre and the proposed Mass Rapid Transit (MRT) network, consistent with the Basingstoke Transport Strategy and its Implementation Plan. This will sustainably support economic growth and regeneration in Basingstoke, as outlined in the Adopted Local Plan and forthcoming Local Plan Update.
6. The priorities for the Town Centre in the short, medium and longer term have been identified through a recently completed Town Centre Transport Study.
7. In terms of MRT, the initial priority is to determine the overall network ambitions, including identifying any land safeguarding requirements (for priority infrastructure) for inclusion in Basingstoke and Deane Borough Council's Local Plan Update. This will be followed by more detailed feasibility work of priority corridors for potential implementation in the next five to ten years. The priority corridors will be agreed with key stakeholders following the initial work.
8. Following approval, feasibility design work will be undertaken, funded through local resources. In parallel with this, work will be undertaken to identify potential funding for the delivery of prioritised schemes.
9. This report is timely, as the Government is due to undertake a Comprehensive Spending Review in 2020, which will define funding opportunities for the remainder of the current Parliament.

Policy Framework

10. The Basingstoke Transport Strategy, which was adopted in July 2019, provides an overall framework for the sustainable development of transport in Basingstoke, taking account of planned growth in the Local Plan and potential impacts of the forthcoming update, together with the wider policy framework including the Local Transport Plan. The Basingstoke Transport Strategy identified that beyond 2029 (end of the current Local Plan) the continuation of existing policies would not facilitate growth in a sustainable way. It concluded that a "step change" in transport approach was needed. This report and its recommendations reflect this and set out a programme of work that is needed. More recently both the County and Borough Councils have declared a climate emergency and adoption of the Basingstoke Transport Strategy is recognised as an important component of the proposals to address this.
11. The Basingstoke Transport Strategy has identified three priorities for transport in Basingstoke:
 - supporting housing and employment growth and vibrancy;
 - supporting a high quality of life; and
 - supporting inclusive and accessible communities.
12. The growth in housing and employment is defined in the Adopted Local Plan. Within the town centre, the regeneration of Basing View is expected to generate an additional 4,000 jobs and to the west of the town centre, the proposed

redevelopment of the Leisure Park will create a regional leisure and outlet retail facility.

13. Significant levels of new housing are proposed across the Borough and identified in the Adopted Local Plan, with a total of 15,300 homes to be delivered over the 2011 to 2029 18 year period of the Plan, equivalent to 850 per annum. A significant proportion of these will be delivered at the strategic site at Manydown, immediately west of the current built up area, which is proposed to accommodate 3,520 new homes. Around 2,000 homes are also being developed on the A30 Corridor to the south west.
14. In order to sustainably accommodate the growth in travel demand associated with this proposed growth and to meet all three transport priorities, the Basingstoke Transport Strategy has identified a number of proposed transport outcomes:
 - increased use of public transport use, walking and cycling;
 - minimise the overall growth of car traffic;
 - maintain journey times and reliability on key routes; and
 - higher levels of accessibility to local jobs and services.
15. The Basingstoke Transport Strategy has identified seven Themes in order to meet the identified Priorities and Outcomes. A number of these are directly related to the schemes under consideration in this paper:
 - improving access to and within the town centre;
 - integrating new developments with well planned travel choices;
 - providing a step change in the quality of local public transport;
 - developing priority strategic walking and cycling corridors;
 - managing journey time and reliability on key routes;
 - maintaining Basingstoke's strong strategic transport connections; and
 - future proofing of the transport network.

Basingstoke Town Centre

16. In 2017, Atkins was commissioned to undertake a Transport Study of Basingstoke Town Centre, with the following objectives:
 - enabling improved connectivity and integration between the Town Centre and Basing View to the east and Leisure Park to the west;
 - supporting the regeneration of Basing View and other significant development proposals in and around Basingstoke Town Centre;
 - providing an improved Town Centre public transport interchange, with enhanced connectivity to other modes to create a "sense of place"; and
 - improving the operation and accessibility of traffic, public transport, pedestrian and cyclists within the Town Centre.

17. The work included the development of a microsimulation traffic model of the Town Centre, to test the operation of proposed transport schemes and interventions.
18. The report has ultimately pulled together a comprehensive package of schemes at concept level that could be delivered in the short, medium and longer term. In broad terms these equate to delivery in less than five years, within five to seven years and around 10 years+ respectively.
19. Consideration is now given to the specific potential schemes that have been identified through the Transport Study and that this report recommends as a priority for feasibility work. Figure 1 illustrates the area of the study and identifies key locations. It should be noted that there is significant interaction between these schemes, which is noted below.
20. In terms of short-term schemes, the report requests authority to progress these through from feasibility to detailed design.

Eastrop Roundabout

21. Eastrop Roundabout is a six arm traffic signal controlled roundabout. It is a key junction on the eastern side of the Town Centre providing vehicular access to Basing View, the Railway Station, Festival Place, the Top of Town via the one way system and the existing bus station. As a result, all bus services serving the town centre use the junction.
22. Eastrop Roundabout is also a key node for Town centre pedestrian routes and in particular the connection between Basing View and Festival Place. These routes currently use subways, most of which are unattractive to use and do not provide any facilities for cycling. The Study examined a number of improvements that could be implemented at the roundabout or on its approaches.
23. Short term potential improvements include:
 - new “jet lane” from Alençon Link to Basing View to provide improved bus priority;
 - widening the Basing View approach to provide additional capacity; and
 - extending the slip road on the Churchill Way East westbound approach to Eastrop Roundabout.
24. In the medium term, in order to improve pedestrian and cycle accessibility, most of the subways could be replaced by at-grade toucan crossings.
25. A longer-term option examined was to replace the roundabout with two traffic signal controlled crossroads, incorporating pedestrian and cycle facilities. However, modelling work showed that this option would have less traffic capacity than retaining a roundabout and the time taken for pedestrians and cyclists to negotiate the junction using controlled crossings would be significant.
26. It is proposed that feasibility work will consider whether these or other alternative options could be provided, including scope for an attractive grade separated pedestrian and cycle route linking Basing View and the Town Centre.

27. When looking at the traffic capacity of potential scheme options, the feasibility work will consider the future modal shift to MRT, walking and cycling, minimising the increase in car use as per the Basingstoke Transport Strategy.

Station Approach

28. This is another key location within the town centre, which aims to meet a number of key transport outcomes. These include:

- providing a high quality bus interchange for Mass Rapid Transit in the town centre and railway station to replace the existing bus station;
- providing high quality pedestrian and cycle access to and from Basing View to provide seamless linkage from the railway station and bus interchange; and
- providing high quality public realm and access into The Malls.

29. A key constraint in this area is the availability of land to deliver the necessary improvements. This includes sufficient space for the bus interchange facilities and to provide the high quality pedestrian and cycle linkages through to and from Basing View. This would require land outside the existing highway boundary and is constrained by a number of existing buildings at the eastern end of Alençon Link. The Borough Council is currently considering options for this area, as part of its regeneration plans for the wider Basing View area and the County Council will work closely with the Borough Council to determine the schemes that can be developed in this area.

Improved Access to Basing View

30. The issues in relation to improved pedestrian and cycle accessibility to and from the Town Centre and Station Approach area have been considered above. Improvements to Eastrop Roundabout are key to access to Basing View by car and bus.

31. In addition to the Eastrop Roundabout and Station Approach schemes, the Study examined whether a new direct vehicular access could be provided from Churchill Way East. This would reduce the amount of traffic that would need to use Eastrop Roundabout but would potentially only assist east bound traffic exiting Basing View.

One Way System

32. The one way system runs in a clockwise direction around the Top of Town area. This creates extended journeys for bus routes, particularly those using the Winchester Road and Worting Road corridors and for people cycling in the town centre.

33. The Study has examined whether this could be converted to two-way operation to address these issues.

Improved Access to Festival Place and The Malls

34. Improved access into Festival Place and The Malls by all travel modes is important to maintain and enhance the Town Centre. There is significant crossover with other projects, including Eastrop Roundabout and Station Approach, with the latter being a main gateway into The Malls. Issues that will be considered include:
- car park management to ensure that queues do not block back onto the highway at peak shopping periods causing congestion; and
 - improved accessibility by public transport, walking and cycling, including seamless linkages to/from Basing View.

Comprehensive Improvements for Walking and Cycling

35. This component is integral to all projects across the Town Centre, but there's also a requirement to look strategically at the wider walking and cycling networks within and linking to and from the town centre in order to maximise the use of these modes for short journeys within the urban area.
36. There is a need for high quality walking and cycling radial routes linking into the Town Centre and then for a high quality network within the Town Centre that links these radial routes with key destinations. For cycling there's a requirement to link together the radial routes to enable seamless cross town journeys. The Study has considered this issue in some detail and provides a good starting point for identifying priority areas for improvement for both pedestrians and cyclists. This theme also provides a good opportunity to deliver some short term improvements.

Basingstoke Leisure Park

37. The regeneration of the Leisure Park will create a leisure and outlet retail development approximately 1.5km west of the town centre. The Study has considered in detail the improvements that would be required to provide high quality and seamless accessibility between the Leisure park and Town Centre. This includes the provision of dedicated bus lane and priority measures along Churchill Way West as part of the Mass Rapid Transit (MRT) scheme and improved cycle and pedestrian routes. The bus measures would form part of a MRT corridor that could extend west of the Leisure Park to serve the strategic housing development at Manydown.
38. A detailed and comprehensive Transport Assessment will need to be produced in support of the planning application for the regeneration and redevelopment of the Leisure Park. This report seeks to give delegated authority to the Director of Economy, Transport and Environment to work with the developers of Basingstoke Leisure Park to identify and develop the transport interventions required to support the development proposal, including high quality public transport, walking and cycling links to and from the Town Centre.

Mass Rapid Transit Project

39. Mass Rapid Transit (MRT) is defined in the Basingstoke Transport Strategy as 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. MRT is a key component in the Basingstoke Transport Strategy to minimise the growth in car traffic. Figure 2 illustrates the proposed network that was included in the Basingstoke Transport Strategy.

40. Some development work was previously undertaken on MRT to support a Large Local Major Scheme bid to the Department for Transport. Although this was unsuccessful, this did raise the profile of the MRT and its subsequent inclusion within the Basingstoke Transport Strategy.
41. There are two key strands of work associated with MRT. The first needs to undertake high level feasibility work to determine the aspirations for the whole network. This will also include the identification of any third party land safeguarding required through the forthcoming Local Plan Update, as well as ensuring permeability into key sites such as Manydown.
42. Following on from this, the other strand is to undertake more detailed feasibility work on prioritised corridors in order to be in a position to bid for capital funding. The Basingstoke Transport Strategy Implementation Plan has initially identified the western corridor (serving the Leisure Park and Manydown) and South West Corridor.
43. The report seeks authority to undertake the necessary feasibility work on MRT and also seeks delegated authority to consult with the Borough Council and local bus companies to determine the priority corridors for feasibility of design work.
44. It should be noted that the Town Centre projects also include important parts of the MRT network, including the provision of a new high quality interchange facility at Station Approach. This will require close co-ordination on all feasibility work.

Other Transport Priorities

45. This report specifically prioritises transport schemes in Basingstoke Town Centre and the Mass Rapid Transit scheme, most of which have been identified by the Basingstoke Transport Strategy Implementation Plan.
46. The Implementation Plan will be subject to regular review and as transport assessment work on the Local Plan Update progresses, other strategic transport schemes could be identified for implementation, potentially including new strategic bypass options.
47. In terms of future Governance arrangements for reviewing the Implementation Plan, it is intended that a Steering Group will be established that will recommend future priorities for the Implementation Plan, which can then be considered by the County Council's established Decision making process, in consultation with Basingstoke and Deane Borough Council. Consideration will also be given to establishing a Joint Members Board to make these decisions.

Finance

48. Funding is available from existing resources for scheme development work on Basingstoke Town Centre and Mass Rapid Transit projects.

49. There is currently uncertainty over Government capital funding for major transport schemes beyond 2021. This includes the level of funding available and the process for obtaining it. However, this report is timely as the Government is undertaking a Comprehensive Spending Review in 2020, which should provide more clarity on funding availability for the remainder of the current parliament and in terms of supporting regeneration and development in Basingstoke.
50. Currently, most Local Major Transport Scheme funding is channelled through the Local Growth Fund, which is controlled by the Local Enterprise Partnerships.
51. The County Council will seek funding opportunities in relation to the prioritised projects considered here.

Consultation and Equalities

52. A presentation was made to the Basingstoke and Deane Borough Council Senior Management Board on 19 February 2020. The feedback is detailed in the attached Appendix.
53. Detailed public and stakeholder consultation will be undertaken on individual projects as feasibility work progresses and this report, if approved, will provide the necessary consent to undertake this. The Basingstoke Transport Strategy, which has set the overall framework for prioritising these projects, was subject to a significant consultation and engagement process prior to adoption. Paragraph 45 above notes specific Stakeholder Consultation in relation to MRT.
54. This decision has been assessed as having a neutral impact on people with protected characteristics, as it is related to prioritisation of schemes. As schemes are brought forward for development, specific equalities impact assessments will be carried out for each scheme.

Conclusions

55. This report prioritises transport schemes in Basingstoke Town Centre and as part of the Mass Rapid Transit (MRT) project. This prioritisation is consistent with the Basingstoke Transport Strategy, which provides the overall framework. The feasibility design work will enable these schemes to bid for funding for delivery, which will enable delivery of the Basingstoke Transport Strategy's three key priorities:
 - supporting housing, employment growth and vibrancy;
 - supporting a high quality of life for people who live in, work in and visit Basingstoke; and
 - supporting inclusive and accessible communities.

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 disproportionately low.

2. Equalities Impact Assessment:

This decision has been assessed as having a neutral impact on people with protected characteristics, as it is related to prioritisation of schemes. As schemes are brought forward for development, specific equalities impact assessments will be carried out for each scheme.

APPENDIX 1

BASINGSTOKE AND DEANE BOROUGH COUNCIL SENIOR MANAGEMENT BOARD

19 FEBRUARY 2020

BASINGSTOKE TOWN CENTRE AND MASS RAPID TRANSIT PRIORITIES

A presentation was made to the Board, consisting of senior politicians outlining the proposed priorities and the following comments were made.

General Comments

- Will the declaration of a Climate Emergency by both authorities follow through into how transport schemes are delivered?
- Cycle facilities should be to a high standard and Borough Council members would support the provision of higher quality facilities by the County Council

Priorities

- Overall priorities were agreed, with a particular recognition of the importance of Eastrop Roundabout;
- Concern about congestion at Venture Roundabout, south of Hackwood Roundabout on the A339 and a request that this is also considered.

Eastrop Roundabout

- Concern about any solutions that would retain subways, as it is difficult to make them attractive for pedestrians, although noted that they can be a useful facility for cyclists;
- Need to ensure good quality vehicle access from Churchill Way to Festival Place as part of any scheme;
- Existing green space within Eastrop Roundabout is valued by local residents;
- Need to consider implications on any design if bus station is relocated; and
- A scheme design that maintains a clear visual impression that this is a key node would be preferable.

Mass Rapid Transit (MRT)

- Strong support for MRT and expectation for a very high quality product. For example, could a rail based transit system be considered?
- Queries about detail of A30 SW Corridor proposal serving Basingstoke College of Technology

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Local Bus Contracts in Andover and 95/96 Service in Winchester and 49 Service in the New Forest.
Report From:	Director of Economy, Transport and Environment

Contact name: Lisa Cook

Tel: 01962 847143

Email: lisa.cook@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to detail the outcomes of tenders to provide eleven bus services in the Andover area in addition to one in the Winchester and one in the New Forest area. The services have been tendered via the Public Bus Dynamic Purchasing System. If approved, the contracts due to be funded from the Public Bus budget at an annual cost of £180,370 will be awarded for a four year duration at a total cost of £721,480. It is proposed that these contracts have the option to extend for two further years in annual increments.
2. If approved the contracts due to be funded from the developers' contributions collected in the Andover area will be awarded for a two year duration at an annual cost of £286,706 and a total contract cost of £573,412. It is proposed that these contracts have the option to extend for four further years in annual increments.

Recommendations

3. That the Executive Member for Economy, Transport and Environment approves the award of new contracts for the Andover Villages, 5, 7/7A and 49 local bus services, as set out in this report, to commence from 6 April 2020 for a period of four years with an option to extend in annual increments until 5 April 2026 at an annual cost of £180,370 to be met from the Public Bus Budget.
4. That the Executive Member for Economy, Transport and Environment approves the award of new contracts for the 9,10,11,12,13,15,16, and 17 services, as set out in this report, to commence from 6 April 2020 for a period of two years with an option to extend in annual increments until 5 April 2026 at an annual cost of £286,706 to be met from the Developers Contributions set aside for local bus services in the Andover area.
5. That the Executive Member for Economy, Transport and Environment approves the decision to cease the subsidy provided to the Andover Town 14 service from 6 April 2020 as the service duplicates commercial provision.

6. That the Executive Member for Economy, Transport and Environment approves the award of a contract to replace the 95/96 local bus service, as detailed in this report, to commence on 27 July 2020 for a period of 4 years at an annual cost of up to £16,390 to be met from the Public Bus Budget.
7. That the Executive Member of Economy, Transport and Environment approves the award of a new contract for the 49 service to commence from 6 April 2020 for a period of 4 years with an option to extend in annual increments until 5 April 2026 at an annual cost of £7,241 to be met from the Public Bus Budget, with a contribution made from Wiltshire County Council.

Executive Summary

8. This paper seeks to propose a course of action to ensure that transport services continue to support access to work, education, retail, and health for the widest section of the community, thereby supporting quality of life and wellbeing while achieving value for money.
9. The proposed tenders retain an affordable level of service and take account of any known changes to the commercial network.

Contextual Information

Andover Villages Services (formerly known as Andover Cango)

10. The Cango was introduced in 2001 as part of pioneering work by Hampshire County Council following a successful bid for Government funding. The funding provided for a fleet of vehicles, with a number of innovative features, including a computer and communications system which allowed the buses to 'roam' over a wider area, so replacing a number of separate bus routes, which had each struggled to carry sufficient passengers to be sustainable. Passengers rang in to book their journey, and their bookings determined the route that Cango took with limited opportunity to simply turn up and go like a conventional bus.
11. Although innovative, and copied in other parts of the Country, the bus areas where Cango worked best did not have large numbers of potential bus users, and for a number of reasons the cost per passenger trip remained high.
12. The Andover Villages Service (the revised name for Andover Cango) now operates to a set schedule which removes the need to book and therefore saves the cost of a booking system. The Andover Villages Service operates a series of routes covering communities across a wide area.
13. The service was competitively tendered in 2018 via the Public Bus Dynamic Purchasing System and a new contract was awarded to Wheelers Travel at an annual cost of £102,170, as approved at the Executive Member's Decision Day on 17 July 2018.
14. In June 2019 Wheelers Travel gave notice on the service. A short term Single Tender Agreement was put in place until 21 March 2021 at an annual value of £79,617.
15. Traditionally Hampshire County Council has followed the approach of tendering all local bus contracts within a geographical area together to achieve maximum

efficiencies. This approach gives passengers a consistent level of service which in turn encourages growth of the local bus network.

16. In order to continue with this approach, notice was given on the Single Tender Agreement and the Andover Villages service was competitively tendered via the Public Bus Dynamic Purchasing System alongside the other local bus services operating in the Andover area.

Andover Town Services

17. Over recent years, Andover has seen significant housing development. As a result, the bus routes which serve the town have been boosted by the financial contributions collected from these developments. The exception to this is Service 5 (Greatley – Andover) which, although considered a town service, is funded directly from the Public Bus Budget.
18. As a direct result of the housing development, the following new routes were introduced in 2015; 10/10A, 11 (re-numbered 13), 12/12A and 14, which between them replaced the subsidised 4/4A service. All of the aforementioned routes are funded through the developer's contributions collected. In addition, existing services 15, 16 & 87(now numbered 17) are also funded through these contributions.
19. These services were operated by Wheelers Travel. Wheelers gave notice on the 10, 12 & 13 service in June 2019 resulting in a short term Single Tender Agreement being put in place until 21 March 2021. In November 2019, Wheelers made the commercial decision to withdraw from local bus operations in Andover entirely and therefore chose not to extend its contract beyond January 2020. This resulted in a second set of short term Single Tender Agreements which were put in place until 5 April 2020.
20. As detailed in paragraph 9 above, Hampshire County Council has followed the approach of tendering all local bus contracts within a geographical area together to achieve maximum efficiencies and provide a stable network. To enable the County Council to re-tender the entire network, notice was given on the Single Tender Agreements in place for the 10, 12 and 13 services, and these services have been competitively tendered via the Public Bus Dynamic Purchasing System.

The 7 Service

21. The 7 service (Andover – Newbury) was introduced in 2015, amalgamating a number of other routes into one service.
22. As detailed in paragraph 9, in order to achieve maximum contract efficiencies, notice was given on this contract and this service has been competitively tendered via the Public Bus Dynamic Purchasing System.

49 and 95/96 Services

23. Both the 49 Service (Damerham - Salisbury) and 95/96 (East Stratton - Winchester) Services have been operated by coach companies for many years. As of 1 January 2020, coaches were required to comply with the Public Service Vehicle Accessibility Regulations (PSVAR). These regulations require coaches to be fully accessible and the operators of the service (Herrington's 49 Service and Mervyn's 95/96 service) had insufficient accessible vehicles to enable them to continue with the legally compliant provision of their respective services.

24. As a result, an interim measure was put in place for both services to allow for continuity of service, and they have now been competitively tendered via the Public Bus Dynamic Purchasing System.
25. Regarding the 95/96 service, a number of alternative options are currently being scoped which include adjusted bus service patterns and the use of Taxishare. The local member has been engaged in the development of proposals and has made suggestions which are currently being considered as part of this process. Further market testing is required to determine the best possible option within existing resources, and the final contract will be awarded for an alternative service, within the existing budget, under delegated authority in consultation with the Executive Member for Economy, Transport, and Environment. It is proposed to extend the current arrangement with the operator for a short period to allow this market testing. Any decision required to facilitate an extension to the existing arrangement will be made under existing delegated authority.

Link between Andover and Salisbury

26. Wheelers Travel offered a through journey from Andover to Salisbury on its 87 (now numbered 17) service. This service was jointly subsidised by Hampshire County Council and Wiltshire County Council with the Hampshire element funded through developers' contributions.
27. This link was lost when Wheelers Travel gave notice in June 2019.
28. It was the desire of the two funding authorities to explore the possibility for re-creating this link and therefore an option for the 17 service to offer a through journey was competitively tendered via the Public Bus Dynamic Purchasing System.

Finance

29. The table below sets out the existing contract costs against the costs for the proposed contracts. The table also sets out the subsidy for passenger trip for both existing contracts and for the proposed services.

Service	Funding Source	Current contract cost	Current Subsidy per passenger trip	Proposed contract cost	Proposed contract subsidy per passenger trip
Andover Villages (C3, C4, C5, C6, C8)	Public bus budget	£79,617	£4.96	£75,037	£4.67
5	Public bus budget	£49,764	£2.64	£49,272	£2.61
	Home to School Transport	£10,344	n/a	£10,344	n/a
7	Public bus budget	£45,028	£1.06	£48,820	£1.15
9 (new service)	Developers Contributions	Currently part of the 15/17 routes	n/a	£40,231	n/a
2/2A / 10/ 11/ 12/13	Developers Contributions	£147,083	£0.98	£145,103	£0.97
14	Developers Contributions	£108,884	£1.73	£0*	n/a
15/16/17	Developers Contributions	£134,836	£2.78	£101,372 (including £7,800 for supplementary taxishare)	£2.09

Services in other areas

Service	Funding Source	Current contract cost	Current Subsidy per passenger trip	Proposed contract cost	Proposed contract subsidy per passenger trip
49	Public bus budget	£2,437	£0.65	£4,996.29	£1.34
	Wiltshire County Council	£1,074		£2,244.71	
95/96	Public bus budget	£6,527 (interim arrangements)	£6.40	£16,390	N/A

*Service to be withdrawn.

Total proposed contract cost to be funded from Public bus budget	Total proposed contract cost to be funded from developers contributions	Total proposed contract cost for 95/96 alternative service to be funded from the Public bus budget
£180,370*	£286,706	£16,390

*including the contribution from Wiltshire County Council

30. As the tables illustrate, the Andover Villages, 5, 7, 49 and 95/96 services are all funded by the Public bus budget, and it is proposed that this budget meets the new contract costs.

31. Services 9,10,11,12,13,15,16, and 17 are funded through developers' contributions.

32. As these services have been established and operating for five years, the developer contribution funding is coming to an end. There is approximately £900,000 remaining.

33. If the proposed contracts are awarded, then there are sufficient developer contributions remaining to fund the services for a further 3 years.

34. This allows the County Council to review the revised services, set out in detail in the Performance section which follows, and where necessary, further streamline the services to ensure best value from the developers' contributions over the longest possible period of time.

Procurement

35. The services identified in the table under the Finance section were all tendered via the Public Bus Dynamic Purchasing System.

36. Bids were received from four operators. One operator bid for only the 95/96 service, another for 17/87 service in addition to the 49 service and the final two operators bid for some or all of the services with the exception of the 49.

37. All bids were evaluated on the basis of 100% price.

38. This paper seeks approval to award a four-year contract for the Andover Villages, 5, 7 and 49 local bus services, funded from the local bus budget, with the option to extend for a further two years in annual increments.

39. The paper also seeks approval to award a two-year contract for the 9,10,11,12,13,15,16 and 17 services funded from developers' contributions, with the option to extend for a further four years in annual increments. This is to ensure that these services are affordable given the remaining developers' contributions.

Performance

40. It is proposed that the same timetable is retained for the Andover Villages service. As the service has been previously reduced to a one bus operation and the budget available is not changing, it is proposed that no further efficiencies are made.

41. It is proposed that a similar timetable is retained for the 5 service, with a small alteration to the timings to better integrate with the operation of the other services in the area.

42. It is proposed that a similar timetable is retained for the 7 service, with a small alteration to the timings made to improve timekeeping.

43. It is proposed that a new service 9 is introduced, providing a two-hourly service between Floral Way and Andover Bus Station. This was previously served by both the 15 and 17 service.

44. It is proposed that the 10 service maintains the existing timetable and route with a slight alteration in route to encompass River Way and Pilgrims Way.

45. It is proposed that the 11 service maintains the existing timetable and route with a slight alteration to enable the service to approach the bus station from Charlton Road.

46. It is proposed that the 12 service is retimed from hourly to two hourly to better meet the levels of demand. On average, 7 passengers travel on each journey which does not justify the provision of an hourly service. By retiming the 12 to two hourly, the saved resource can be directed elsewhere within the town network.

47. It is proposed that the 13 service encompasses most of the existing 2 service. This would maintain an hourly frequency of service for the areas served.

48. It is proposed that the 14 service is withdrawn as this service runs in parallel with Stagecoach's commercial 6 service. The 14 currently operates at a 20-minute frequency, and the 6 at a half hour frequency. This meets the County Council's objectives in enabling viable commercial services to operate wherever possible.
49. It is proposed that the timetable for the 15 service provides one fewer outbound journeys from Monday to Friday. The cost of a Taxishare to replace this lost journey is £3,900pa. The combined cost of the local bus and the Taxishare is £28,762. The proposed Saturday local bus timetable would be improved in comparison with the existing provision, with three return journey opportunities each way. Passengers maintain the connection at Stockbridge, which enables them to travel between Broughton and Andover by connecting to the 16 service on a Saturday only.
50. It is proposed that the timetable for the 16 service is improved both in terms of its timings and the number of journey opportunities offered. The parishes served by the 16 service have been keen to improve both these aspects of this service for some time and would welcome these changes. It is proposed that, due to the increase in journey opportunities within the timetable, the 16A Taxishare, which provides one return journey from Winchester on Thursdays, be withdrawn, generating a saving of £2,376.
51. It is proposed that the timetable for the 17 service sees one less outbound journey from Monday to Friday. The cost of a Taxishare to replace this lost journey is £3,900pa. The combined cost of the local bus and the Taxishare is £27,406. The proposed Saturday local bus service is again improved, offering 3 return journeys, a move which will be welcomed by younger people and shoppers alike.
52. The tender prices received for the through journey between Andover and Salisbury were not considered value for money, and therefore this route does not form part of this report.
53. The cost for the provision of the 49 service has increased. As set out in the Contextual Information within this report, the service was previously operated by a Coach company whose vehicles are no longer PSVAR compliant. The 49 route was complementary to the services provided by the coach operator, which was therefore able to provide a more competitive price. However, the 49 route does not fit into the existing operating schedules of the local bus companies, and therefore there is a corresponding increase in cost.

Consultation and Equalities

54. The 2018 Passenger Transport Review consultation asked respondents which they would prefer: fewer journey opportunities or a service which operated on fewer days. The outcome was that people would prefer fewer journey opportunities over the same number of days. This approach has been applied to this tendering exercise.

Overall the local bus network will see some reductions in the level of service provided: some areas will see an increased level of service on some days and a decrease on others. On the strength of the overall reduction, a potentially low negative impact has been identified for people with disabilities, older and

younger people, and for women, on the basis that people with these characteristics are more likely to use bus services. However, the overall effect of this decision will be to ensure a continuity of service within existing resources, and the revised service modes and patterns are designed to minimise the impact on all Hampshire residents, including those with protected characteristics.

Conclusions

55. The proposed approach achieves the key aim of the 2018 Passenger Transport Review, as with previous reviews in 2011 and 2014, that any community which currently has a transport service will retain an essential transport link.
56. Approval to award the contracts identified within this report, with a new contract in place for 6 April 2020, ensures continuity of service. It is proposed that the Executive Member approves the award of the contracts identified within this 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:	No
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Section 100 D - Local Government Act 1972 - background documents

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Location

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EQUALITIES IMPACT ASSESSMENT:

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- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
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Due regard in this context involves having due regard in particular to:

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

2. Equalities Impact Assessment:

Overall the local bus network will see some reductions in the level of service provided: some areas will see an increased level of service on some days and a decrease on others. On the strength of the overall reduction, a potentially low negative impact has been identified for people with disabilities, older and younger people, and for women, on the basis that people with these characteristics are more likely to use bus services. However, the overall effect of this decision will be to ensure a continuity of service within existing resources, and the revised service modes and patterns are designed to minimise the impact on all Hampshire residents, including those with protected characteristics.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: Anstey Road/Anstey Lane Junction Improvement, Alton
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 01962 832279

Email: james.laver@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide details of the Anstey Road/Anstey Lane Junction improvement scheme and seek approval to progress with the necessary procurement, spending and contractual arrangements to deliver the works.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Anstey Road/Anstey Lane Junction Improvement scheme in Alton, 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 at the junction of Anstey Road with Anstey Lane, as set out in the supporting report, at an estimated cost of £1,412,205 to be funded from Section 106 developer contributions.
4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
5. That authority be delegated to the Director of Economy, Transport and Environment in consultation with the Head of Legal Services to progress all appropriate orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable the Anstey Road/Anstey Lane Junction Improvement scheme to be implemented.

Executive Summary

6. This report seeks to set out the background to the project to upgrade the junction of Anstey Road/Anstey Lane, Alton from a 3-way priority junction to a signal-controlled junction. Anstey Road is the main eastern route of access between the Alton town centre and the A31; it is a key pedestrian and cycle corridor linking residential areas to the town centre, numerous local schools, community recreation facilities and the railway station.
7. Current traffic flows at the junction mean that during the AM and PM peak hours the junction is operating at capacity. The capacity constraints result in queues on Anstey Lane in the AM peak for left and right turners into Anstey Road and queuing for the right turn from Anstey Road in the PM peak hour that will block westbound traffic. This contributes to delays and localised congestion on the approaches to the junction. With the introduction of additional traffic relating to background traffic growth and significant local residential development in the area, congestion and delay around this junction are set to increase significantly in future years. The numbers of pedestrians and cyclists using the junction are expected to increase as a result of the development in the area.
8. The proposed scheme will deliver improvements to the junction by introducing traffic signal control and additional carriageway width to better manage the flows of turning traffic. These improvements will increase the capacity of the junction, and also provide an opportunity to install improved signalised pedestrian crossing facilities and improved provision for cyclists.
9. A location plan and general arrangement plans of the proposed scheme are supplied in Appendix 1.

Contextual Information

10. Anstey Road is the main eastern route of access between the Alton town centre and the A31 and it is a key pedestrian and cycle corridor linking residential areas to the town centre, local schools and railway station. Along its length, Anstey Road connects to several residential streets including Anstey Lane, which joins Anstey Road by way of a priority junction. There are a number of schools in close proximity to the junction, along with other community facilities in and around Anstey Park Recreation Ground (which is directly adjacent to the junction), all of which are accessed by pedestrians and cyclists. To the north is a large residential development at Cadnam Farm, Upper Anstey Lane.
11. The existing junction is a three-arm priority junction, with Anstey Lane forming the minor arm giving way to traffic travelling along Anstey Road. Anstey Road is a single carriageway road with footway on both sides of the carriageway, with advisory cycle lanes also present on the carriageway in each direction. The cycle infrastructure forms an extension to the National Cycle Route Network (Route 23). Anstey Lane is also a single carriageway road, with a footway located on its western side only and dropped kerbs and

tactile pavement for informal crossing at the mouth of the junction. Both Anstey Road and Anstey Lane are subject to a 30mph speed limit.

12. The County Council previously commissioned consultants to undertake a traffic modelling exercise to examine the performance of the junction and assess the options for a suitable junction improvement to support the residential development and the wider local road network.
13. The modelling indicated an increase in traffic using this junction in future years, both due to general background growth and also development related traffic from the Cadnam Farm site. The capacity of the junction was assessed in a junction model for a 'pre-development scenario' (i.e. prior to the Cadnam development) and also for forecast future traffic growth scenarios. The model results indicate that prior to the development of Cadnam Farm, the junction was operating within capacity, although practical capacity was exceeded for a 15 minute period during the AM peak on the Anstey Lane arm and for right turning into Anstey Lane; as well as for 15 minutes in the PM peak where the junction exceeds practical capacity. The junction is shown as exceeding practical capacity in year 2019 on Anstey Road during both peak hours and on Anstey Lane in the PM peak, with increased queuing and delay. The capacity constraints result in queues on Anstey Lane in the AM peak hour for left and right turners into Anstey Road; and queuing for the right turn from Anstey Road in the PM peak hour that will block westbound traffic. This contributes to delays and localised congestion on the approaches to the junction, this is increasingly evident when making observations on site. The future year results show a further worsening in junction performance, with the junction operating well over practical capacity during both peak hours.
14. The safety of pedestrians and cyclists crossing the Anstey Lane arm of the junction and using the Anstey Road corridor is also a key consideration. Traffic flows on the junction are forecast to increase and constrain capacity whilst the numbers of pedestrians and cyclists is expected to increase as a result of development in the area. Therefore, improvements to junction capacity need to include improved facilities for pedestrians and cyclists.
15. Following the assessment of a number of potential options, a preferred scheme was identified whereby the junction would be upgraded from priority T-junction to a signalised junction; this has subsequently been developed into a detailed design as set out in this report.

Finance

16.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	286	20	S106 contributions	1,412
	Client Fee	30	2		
	Construction	1,096	78		
	Land	0	0		
	Total	<u>1,412</u>	<u>100</u>	Total	<u>1,412</u>

17.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	13	0.011%
	Capital Charge	136	0.085%

Programme

18.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date	March 2020	July 2020	Oct 2020	Oct 2021

Scheme Details

19. The proposed scheme will involve:

- signalisation of the existing 3-arm priority junction, including new signal-controlled pedestrian crossing points on each arm of the junction;
- widening of the existing road to accommodate additional traffic lanes at the junction. The Anstey Lane approach will be widened to provide right and left turn lanes on the approach to the signals. Anstey Road will be widened to provide a right turn filter lane into Anstey Lane;
- provision of improved cycle facilities through the junction, to link in with the existing cycle facilities to the east and west. This will include on-carriageway cycle lanes through the junction with advance stop lines at the signals. It will also include a new section of shared-use cycleway to the east of the junction to connect into existing shared-use facilities;

- carriageway and footway resurfacing at the junction and on the approaches;
- the existing highway boundary will be re-aligned and the privately owned fencing and hedging currently in existence close to the boundary will be removed in advance of the main scheme and replaced with a temporary fence. A new hedge and fence (of similar specification to the existing) will be provided behind the revised highway boundary as part of the main works; and
- the widening of the carriageway (and associated relocation of the existing adjacent footway and highway verge) will require the dedication of land which currently forms part of Anstey Park Recreation Ground as public highway.

Departures from Standards

20. No departures from standard are proposed.

Consultation and Equalities

21. There is strong local support for improvements to the junction, not only to enhance the capacity of the junction and reduce queuing but also to improve provision for pedestrians and cyclists.
22. The local county councillor, Andrew Joy, is supportive of the scheme and has continued to receive progress updates as detailed design and delivery of the project has progressed.
23. A presentation was made to Alton Town Council by Hampshire County Council officers on 17 October 2018, chaired by Councillor Joy. The Town Council requested a public engagement event be held. A public exhibition was held at Alton Town Hall from Monday 12 November to Friday 14 December 2018. The consultation was widely publicised in local media and on-line, however only 48 questionnaire responses were received. 17 of 48 respondents did not indicate their support, which was mostly due to the perception that traffic queuing would increase, while four respondents said that the scheme would be dangerous for cyclists.
24. Hampshire County Council officers presented detailed design proposals at a meeting with the Town Council on 21 January 2020. The Town Council is supportive of the scheme and has continued to receive progress updates during the detailed design. The Town Council has been and will continue to be consulted regarding the dedication of land at Anstey Park as highway, and on its preferred specifications for replacement of hedge and fencing at the highway boundary, which is a Town Council asset and will remain so. All feedback received has been incorporated into the design.
25. The scheme will provide improvements to the existing pedestrian and cyclist facilities on Anstey Road, which will enable and encourage residents to walk

and cycle for local journeys. These measures will help support behavioral change through travel planning with respect to school journeys for parents and children attending the nearby schools. The scheme is considered to have a neutral impact on groups with protected characteristics. A full Equality Statement for the scheme is provided in the Appendix.

Statutory Procedures

26. Temporary Traffic Regulation Orders for various carriageway closures and temporary traffic signals applications for the construction works will be required. These are currently being prepared and will be valid prior to commencement of works.
27. There may be a need for a Traffic Regulation Order to implement parking controls around the junction, to prevent parked vehicles affecting the efficient operation of the junction following completion of the construction works. This will be monitored during the 12-month period following completion of the works.

Land Requirements

28. The footprint of the proposed scheme includes an area of land within Anstey Park, including part of the existing hedgerow. Alton Town Council is the landowner of Anstey Park. The Town Council has been involved during the design process of the scheme and has agreed in principle to the proposed land requirements of the scheme. The Town Council has agreed to enter into a formal works licence agreement with the County Council to allow access and provide permission to complete construction works within areas of Anstey Park, and it has agreed that the necessary additional public highway land shall be secured under a Deed of Dedication.
29. Hampshire County Council legal team is currently engaging with Alton Town Council with regard to the works licence agreement. The process to secure this agreement is currently ongoing and the agreement will be completed prior to the commencement of works. The works relating to the licence are a) the removal of the existing hedgerow and replacement with a temporary fence and b) the construction of new carriageway and highway verge within the existing boundary of Anstey Park, along with fencing and replacement hedge planting along the new boundary line. The replacement hedge and fencing will be within Town Council land; hedge species will be similar to the existing and fencing specifications will be agreed with the Town Council in advance. The Deed of Dedication will be completed upon completion of the construction work.
30. Apart from the land mentioned above, the rest of the scheme is within Highway land.

Maintenance Implications

31. Hampshire County Council Asset Management Team has been consulted on the proposals. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £13,000 per annum.

LTP3 Priorities and Policy Objectives

3 Priorities

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

14 Policy Objectives

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

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

Other

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

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

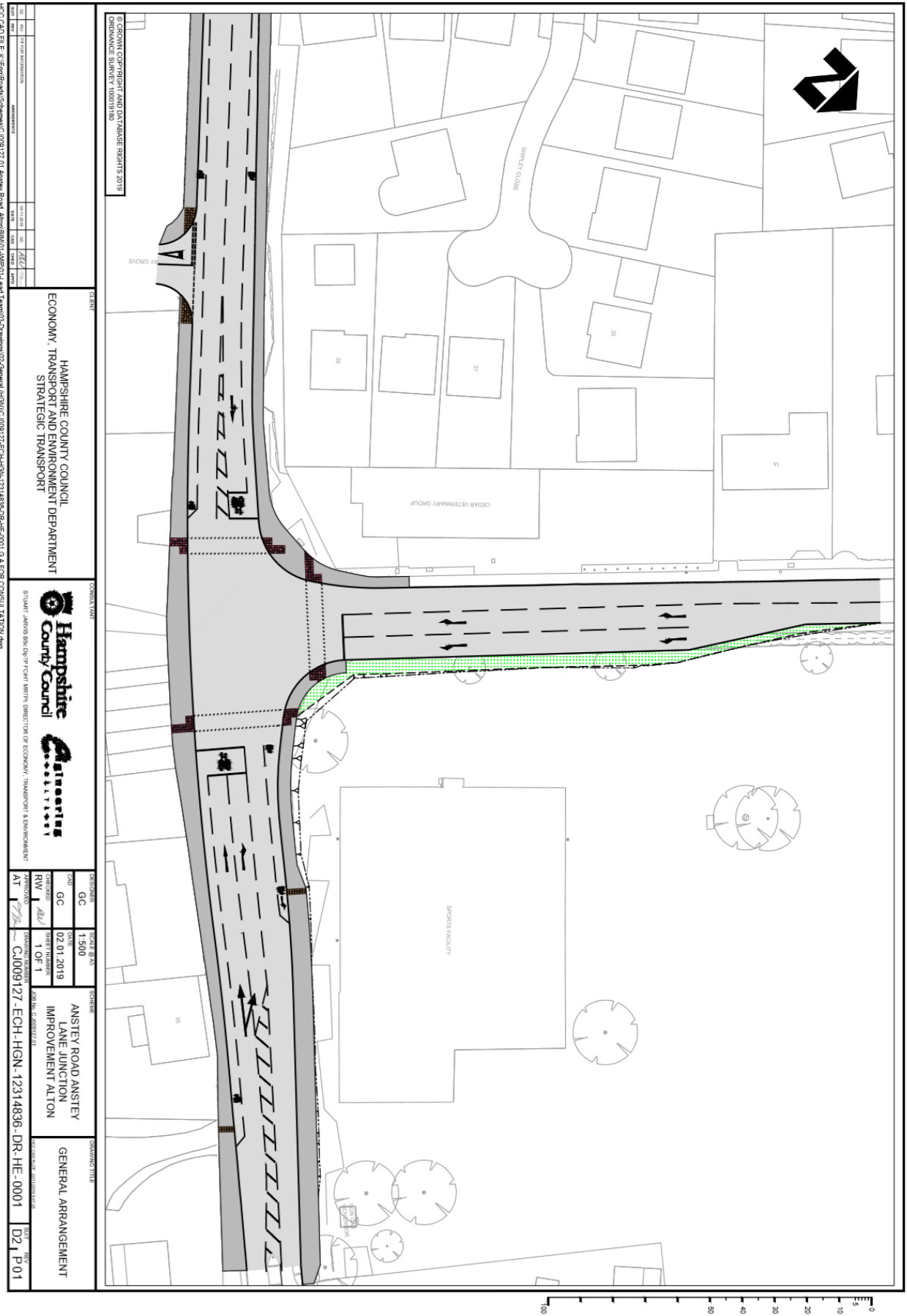
Due regard in this context involves having due regard in particular to:

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

2. Equalities Impact Assessment:

The proposals have undergone an equalities impact assessment and it is considered that the scheme will have a positive impact on the safety of all users; particularly pedestrians and cyclists using this junction. No additional impacts have been identified for people with protected characteristics, so the scheme has been assessed as having a neutral impact.

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12/11/2019	GC	GC	[Signature]
12/11/2019	GC	GC	[Signature]

CLAIM

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

STUART JAMES BIRCH DPT/CHIEF ARCHITECT WITHIN DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

Hampshire County Council

planning

DESIGNED BY	GC	SCALE @ AS
CHECKED BY	GC	1:500
DATE	02/01/2019	
DRAWN BY	[Signature]	
DATE	02/01/2019	
PROJECT NUMBER	1 OF 1	

SCHEME

ANSTEY ROAD ANSTEY
LANE JUNCTION
IMPROVEMENT ALTON

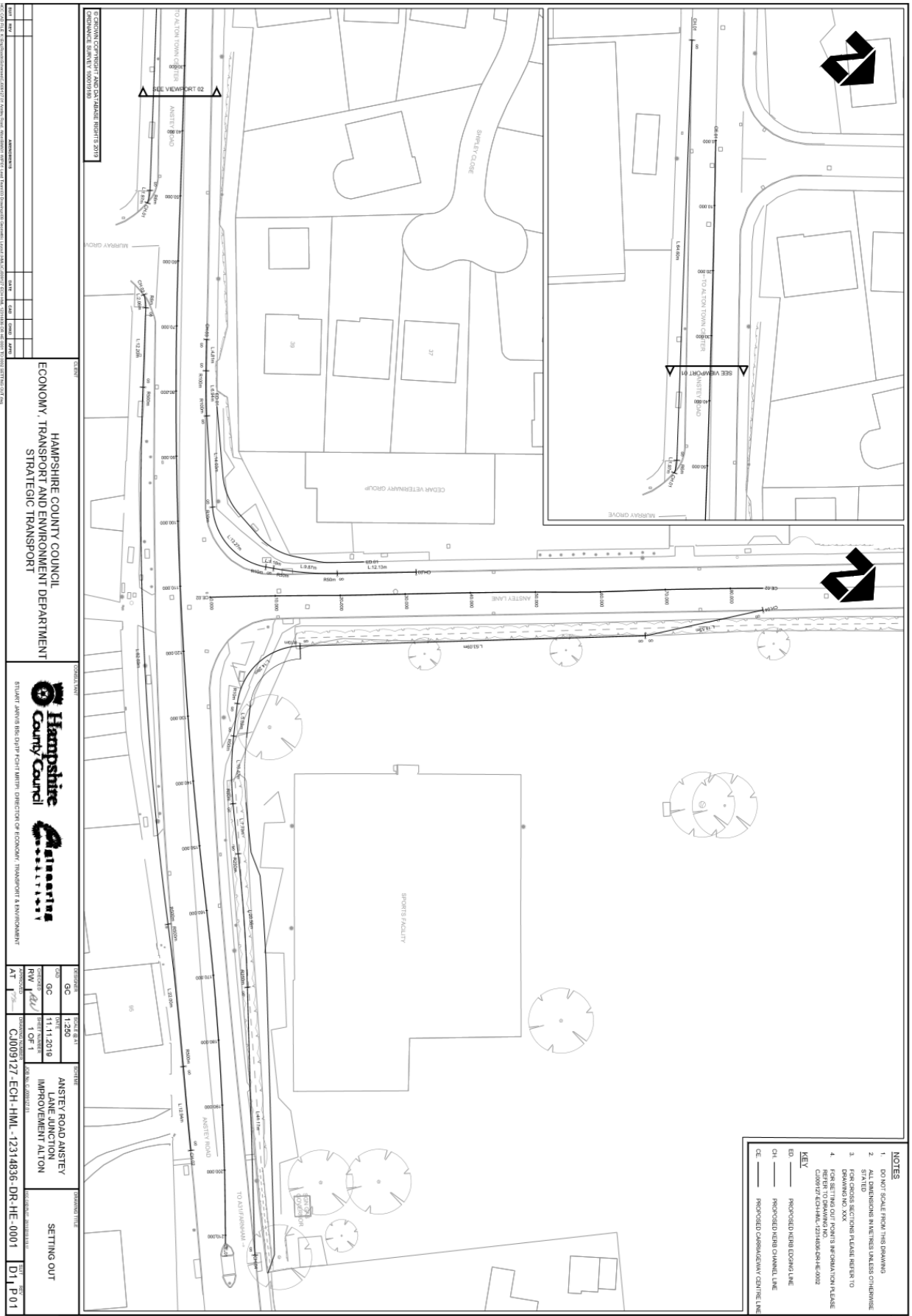
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GENERAL ARRANGEMENT

DATE

D21 P 01

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- NOTES**
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- ED PROPOSED NEW DRAINAGE LINE
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 - CL PROPOSED CURB/PAVEMENT CENTRE LINE

<p>5. CHECKING CONTRACT AND DATA SHEET RIGHTS 2017 CONTRACTOR: [REDACTED]</p>	
<p>CLIENT HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>	
<p>CONTRACT NO. ELMST JAVIN'S BRIDGE FROM MERIT DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</p>	
<p>DATE 11.11.2018</p>	<p>SCALE 1:250</p>
<p>PROJECT NO. CJ009127-ECH-HML-12314836-DR-HE-0001</p>	<p>PROJECT TITLE ANSTEY ROAD ANSTEY LANE JUNCTION IMPROVEMENT ALTON</p>
<p>DATE 11.11.2018</p>	<p>PROJECT TITLE SETTINGS OUT</p>
<p>PROJECT NO. D1 P 01</p>	

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Transformation to 2021 Street Lighting LED Replacement Project
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 an opportunity to reduce the cost of managing Hampshire's streetlighting network through varying the street lighting Private Finance Initiative (PFI) to replace high-power lamps with LEDs. The report seeks approval to vary the PFI Project Agreement to facilitate this change in apparatus maintained through the PFI, and to invest £3.2million, funded from the departmental Cost of Change reserve, to replace 12,000 (approx.) high-power lamps with more energy efficient LEDs.

Recommendations

2. That the Executive Member for Economy, Transport and Environment gives approval to vary the street lighting Private Finance Initiative (PFI) to enable high power lamps to be replaced with more energy efficient LEDs, and delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Practice, to make the necessary changes to the PFI Project Agreement, and to approve any associated modification.
3. That, subject to the technical agreement of the variation to the Street Lighting PFI, the Executive Member for Economy, Transport and Environment approves the replacement of 12,000 (approx.) high-power lamps with more energy efficient LEDs at a cost of £3.2million to be funded from the departmental Cost of Change reserve to deliver the street lighting Transformation to 2021 (Tt2021) savings in full.
4. That the Executive Member for Economy, Transport and Environment confirms that further dimming or extension of part-night lighting will no longer be required as part of Transformation to 2021 savings, subject to successful completion of the LED proposal.
5. That authority to make the arrangements to implement the proposal, including minor variations, be delegated to the Director of Economy, Transport and Environment.

6. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to vary the programme and financial arrangements should LEP or other external funding be secured.

Executive Summary

7. This paper sets out savings achieved to date to reduce the cost of managing Hampshire's streetlighting network and seeks to identify opportunities for further savings.
8. At its meeting on 7 November 2019 the County Council approved a package of proposals to meet the £80million Transformation to 2021 savings target including a £500,000 saving from street lighting through opportunities offered from advances in technology and/or other service efficiencies including extending dimming and part-night lighting.
9. It is estimated that the savings achievable through service efficiencies (i.e. through dimming and part-night lighting) is £263,000; some way short of the £500,000 target.
10. It is estimated that replacing high-power street lights with low energy LEDs would deliver the £500,000 savings target in full.
11. The report concludes that replacing high powered lanterns with low energy LED lanterns is the best way to reduce energy consumption at this time.

Contextual information

12. Street lighting in Hampshire is maintained and operated under a Private Finance Initiative (PFI). As part of the PFI Core Investment Programme, all street lighting units have been fitted with a remote monitoring and control system that enables the County Council to control the light output from these units. This facility has been utilised in previous savings rounds to deliver energy cost saving through dimming and more recently part-night lighting on residential streets.
13. Since 2010, the County Council has reduced the brightness of street lights, predominantly in residential streets.
14. Street lights on residential roads are dimmed by 45% from switch on until 23:30, 65% from 23:30 until 05.00, and then back to 45% until switch off. Street lights on principal roads are dimmed by 25% from switch on until 23:30, 50% from 23:30 until 05.00, and then 30% until switch off. Cosmopolis light sources (approximately 18,000 units) which can only be dimmed by a maximum of 40%, are dimmed by this full 40% continuously from dusk (switch on) to dawn (switch off).
15. By the end of 2018, the County Council had more than halved its energy consumption compared with 2010.
16. Following consultation in 2018, the County Council introduced part-night lighting, switching off some street lights on residential streets for part of the night (1am to 3am), every night from April 2019, saving a further £230,000 per annum.

17. At its meeting on 7 November 2019 the County Council approved a package of proposals to meet the £80million Transformation to 2021 savings target including a £500,000 saving from street lighting through opportunities offered from advances in technology and/or other service efficiencies including extending dimming and part-night lighting.
18. The current energy budget for street lighting is £2.7million (2019/20). The target saving of £0.5million equates to a 19% reduction. This is on top of a 60% reduction in energy consumption achieved through the PFI and earlier transformation programmes.
19. As the County Council had predominantly focussed earlier savings on residential streets and these are now at their maximum, further service efficiencies would need to come from increasing dimming and extending part-night lighting on the classified road network.
20. The 'classified road network' generally comprises roads other than residential streets and are numbered and prefixed with A, B or C e.g. A272, B3004, C42. 'Residential streets' are generally roads that are used to access housing rather than commercial properties and include housing estate roads and other similar roads.
21. It is estimated that the savings achievable through service efficiencies (i.e. through dimming and part-night lighting) is £263,000; some way short of the £500,000 target.
22. Energy savings can also be achieved by replacing traditional street lights with more energy efficient LEDs. LED lights are currently installed in the South Downs and New Forest National Parks and are being introduced, as standard, on all new housing developments.
23. It is estimated that replacing high-power street lights with low energy LEDs would deliver the £500,000 savings target in full.
24. As replacing high-power street lights with low energy LEDs is anticipated to deliver the savings target in full, the option for further dimming and extending part-night lighting is not required as part of Transformation to 2021 savings, and subject to successful completion of the LED proposals, would not be implemented at this time.

Finance

25. The capital cost of replacing 12,000 (approx.) high-power lamps with more energy efficient LEDs is £3.2 million and will deliver the targeted Tt2021 annual energy savings of £500,000.
26. Funding for the LED replacement and associated legal work required to vary the PFI Project Agreement will be met from the Departmental Cost of Change reserve. The proposed spend profile for the investment is spread over three years as set out in the table below. The County Council will investigate options to establish whether it is financially and operationally advantageous to consider an accelerated implementation timeline.

	2020/21	2021/22	2022/23	Total
	£'000	£'000	£'000	£'000

Installing LED lighting units	1,255	1,307	644	3,206
Legal work for changes to PFI contract	70	0	0	70
Total cost	1,325	1,307	644	3,276

27. Discussions with the Solent and Enterprise M3 LEPs are ongoing, and will continue, to establish whether there could be funding available to support the acceleration of this project, if it is operationally feasible and financially advantageous.
28. The report seeks authority to be delegated to the Director of Economy, Transport and Environment to make minor amendments to the arrangements to implement the proposal.
29. It is anticipated that increasing the LEDs installed in this programme or subsequent programmes of LED replacement can be facilitated without a further variation to the PFI Project Agreement using the change mechanisms within the contract.

Performance

30. With over 150,000 lighting units in Hampshire, street lighting is a major contributor to the County Council's energy consumption and is an indirect generator of carbon emissions.
31. In order to reduce energy consumption, the County Council is proposing to replace high-powered street lighting with low energy LED lanterns on principal roads. There are approximately 32,400 high-powered street lighting units on principal roads in Hampshire. This project is prioritising the replacement of a smaller number (12,000 approx.) of the most high-powered street lighting units.
32. This project is in accordance with the growing awareness of the Climate Change Agenda and the Climate Emergency which was declared by the County Council in 2019.
33. Over the last ten years or so the County Council has replaced or upgraded the street lighting throughout Hampshire with units which are more efficient than previous lighting installations and varied the light output from these units to further reduce energy consumption. In 2018 the County Council introduced limited part-night lighting in residential streets, reducing carbon dioxide output by a further 720 tonnes per annum. Despite these significant savings, street lighting will continue to consume high levels of energy, and with limited scope to reduce dimming further, replacing high powered lanterns with low energy LED lanterns is considered the best way to reduce future energy consumption.

Consultation and Equalities

34. This project is anticipated to have a neutral impact on groups with protected characteristics as the lighting will not change other than to replace 12,000 approx. (of 32,500 approx.) high pressure sodium street lights with equivalent LEDs.

35. New LED street lights will increase the County Council's ability to be flexible about lighting and dimming regimes in the future.

Conclusions

36. At its meeting on 7 November 2019 the County Council approved a package of proposals to meet the £80million Transformation to 2021 savings target including a £500,000 saving from street lighting through opportunities offered from advances in technology and/or other service efficiencies including extending dimming and part-night lighting.
37. An investigation into options to deliver savings estimates that the savings achievable through service efficiencies (i.e. through dimming and part-night lighting) is £263,000, whereas replacing high-power street lights with low energy LEDs will deliver the savings in full.
38. This project is also in accordance with the growing awareness of the Climate Change Agenda and the Climate Emergency which was declared by the County Council in 2019.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Executive Member for Economy, Transport and Environment. Transformation to 2021 – Revenue Savings Proposals	17 September 2019
County Council Cabinet. Medium Term Financial Strategy Update and Transformation to 2021 Savings Proposals	7 November 2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
Street lighting workings for business case	SharePoint

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

This project is anticipated to have a neutral impact on groups with protected characteristics as the lighting will not change other than to replace 12,000 approx. (of 32,500 approx.) high pressure sodium street lights with equivalent LEDs.

New LED street lights will increase the County Council's ability to be flexible about lighting and dimming regimes in the future.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: A326 South Junction Improvement Works, Fawley Waterside
Report From:	Director of Economy, Transport and Environment

Contact name: Enny Enigbokan

Tel: 01962 832237

Email: enny.enigbokan@hants.gov.uk

Purpose of this Report

- 1 The purpose of this report is to seek approval to progress the delivery of the A326 South junction improvements works with an estimated cost of £8.1million funded from the Solent Local Enterprise Partnership (SLEP) with £5.7million and a local match funding from Fawley Waterside Limited of £2.4million.

Recommendations

- 2 That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for A326 South Junction Improvement works in Fawley Waterside, as outlined in this report.
- 3 That the Executive Member for Economy, Transport and Environment gives approval to procure, spend and enter into necessary contractual arrangements, including any funding agreements, in consultation with the Head of Legal Services, to implement the proposed improvements to eight junctions between Dibden and Fawley (along the southern end of the A326 and on the B3053); improvements works for pedestrians and cyclists; and other associated works, as set out in the supporting report, at an estimated cost of £8.1million to be funded from Solent Local Enterprise Partnership (SLEP) with £5.7million and local match funding from Fawley Waterside Limited of £2.4million.
- 4 That the Executive Member for Economy, Transport and Environment endorses the approach to preparing a Construction Environmental Management Plan (CEMP) in consultation with the New Forest National Park Authority (NFNPA) and include mitigation measure identified in the CEMP in the construction contract documentation.

- 5 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, and any formal agreements required in connection with the provisions of the CEMP, be delegated to the Director of Economy, Transport and Environment (in consultation with the Head of Legal Services where necessary).

Executive Summary

- 6 The purpose of this report is to seek approval for the delivery of proposed eight junction improvement works along the A326 between Dibden and Fawley Waterside.
- 7 A business case was submitted to the Solent Local Enterprise Partnership (SLEP) by Hampshire County Council in conjunction with Fawley Waterside Ltd (FWL). Fawley Waterside Ltd has proposals to transform the old Fawley Power Station site into a thriving residential and commercial waterside community which becomes a destination for employment and leisure activity.
- 8 AECOM on behalf of the SLEP has since undertaken a detailed and independent due diligence assessment of the business case and concluded with a positive “no further action status” outcome.
- 9 Approval of the business case is however subject to 12 weeks public consultation period currently listed on the SLEP website, open until 30 March 2020.
- 10 The scheme will be delivered by Hampshire County Council at an estimated cost of £8.1million to be funded from (SLEP) with £5.7million subject to the end of the consultation period; and a local match funding from FWL of £2.4million.
- 11 As part of the Waterside Transport Strategy, Hampshire County Council is considering a Large Local Major (LLM) scheme which is likely to include upgrades to junctions and links along the A326 North, including upgrade of some of the single carriageway sections to dual carriageway between Marchwood and the M27 at Junction 2. It will also include improvements for non-motorised users to encourage more sustainable local journeys. The planned LLM scheme is however not part of the A326 South, Junction Improvement Works.
- 12 The A326 South Junction Improvement works is a much needed highway improvement scheme, with provision for other transport modes, and under the terms of agreements with both funders, the scheme will proceed independently of the Fawley Waterside Development.

Background

- 13 The A326 South forms a fundamental part of the Primary Road Network in Hampshire, connecting the M27 at Junction 2 to Fawley. The A326 is important at a regional and national level serving critical national

infrastructure including Fawley Oil Refinery and Marchwood Military Port and is a gateway to the New Forest National Park (visited by circa 13.5million people each year). It also provides the only major road link between the Waterside settlements and the City of Southampton and beyond. A Location Plan is attached as an Appendix.

- 14 The A326 (and the B3053 at its southern end) is the key road linking the communities of the Waterside Peninsula to the A35, the M27 and onward to Southampton and the wider area. It is a single carriageway road for most of its length, and various junctions experience existing peak period capacity issues, including the Heath (J6), Applemore (J7) and Dibden (J8) roundabouts.
- 15 The Fawley Waterside Ltd (FWL) development, if granted planning permission, will transform the old Fawley Power Station site into a thriving residential and commercial waterside community which becomes a destination for employment and leisure activity. The proposed development is identified in the adopted New Forest National Park Local Plan 2016-2036 (Policy SP26) and is a key element of the draft New Forest District Council Local Plan 2016-2036, which has recently been subject to examination in public. The development is supported by both planning authorities, subject to an exceptionally high standard of design and layout being secured across the whole of the site.
- 16 During public consultation for the proposed Fawley Waterside Development, it was clear that existing and future congestion on the A326 was the most frequently mentioned concern of Waterside residents and businesses. They expressed strong views that existing traffic conditions were poor and that background traffic growth and new development would exacerbate this. The LEP funding has been sought to allow enhancement to address the existing congestion issues, coupled with the contribution from the developer, which allows the capacity to be increased further to accommodate future development traffic, should planning permission for the Fawley Waterside Development be granted.
- 17 The proposed junction improvement works are as follows:
 - Junction 3 – Blackfield Road/Church lane/B3053: Signalised junction proposed, including new crossing facilities;
 - Junction 4 – Long Lane/A326 – (Holbury Roundabout): Localised improvements to the existing roundabout (widening of approaches and exit lanes);
 - Junction 4b - A326/Holbury Drove: New southbound right-turn ghost island including new pedestrian crossing facilities;
 - Junction 4c -A326/Southbourne Avenue: New southbound right-turn ghost island;
 - Junction 5 – Hardley Roundabout: Localised improvements to the existing roundabout (widening of approaches and exit lanes);

- Junction 6 – Dibden Purlieu Roundabout: Localised improvements to the existing roundabout (widening of approaches and exit lanes);
 - Junction 7 – Applemore Roundabout (Sizer Way): Localised improvements to the existing roundabout (widening of approaches and exit lanes); and
 - Junction 8 – Dibden Roundabout: Localised improvements to the existing roundabout (widening of approaches and exit lanes) and new pedestrian crossing.
- 18 The proposed A326 junction improvements will contribute to the resilience of the existing highway network and relieve congestion on a key inter-urban road corridor. The junction improvements will also support and accelerate the delivery the development at Fawley Waterside whilst mitigating the potential transport impacts associated with the development. They will also help to protect the rural environment of the New Forest by improving capacity on a strategic route (the A326) and helping to ensure that traffic does not divert onto less appropriate more minor routes through the National Park, during times of congestion on the A326.
- 19 In order to meet LEP delivery timescales, the County Council has agreed with FWL that it will assist with the necessary design of the improvements, which will then be entered into the County Council capital programme and delivered by Hampshire County Council.
- 20 FWL has since commissioned Markiedies Associates Ltd to help with the preliminary and detailed design of the scheme. In order to meet SLEP timescales and to ensure the proposed scheme design meets Hampshire County Council current standards, Markiedies Associates will work collaboratively with Hampshire County Council Engineering Consultancy (EC) in the delivery of the design phase of the scheme. EC will subsequently help procure the construction phase of the scheme via the GEN 3/4 framework Contract.
- 21 In order to meet SLEP timescales the proposed scheme will be delivered in phases. At this stage in the process, which is prior to detailed contractor engagement, it is expected to be delivered in following sequence:- J4, J5, J7, J8 as phase 1 and J3, 4b, 4c and J6 as part of phase 2 work.
- 22 Improvements to the A326 in the Waterside area are currently being brought forward in two phases A326 North and A326 South, with the first phase being improvements to key junctions on the more southerly section between Main Road, Dibden and Church Lane, Fawley (A326 South).
- 23 The second phase involves improvements to the northern section between the M27 at Junction 2 and Main Road, Dibden (A326 North).
- 24 As part of a Waterside Transport Strategy, Hampshire County Council is considering a Large Local Major (LLM) scheme which is likely to include upgrades to junctions and links along the A326 North, including upgrade of some of the single carriageway sections to dual carriageway between Marchwood and the M27 at Junction 2. It will also include improvements for

non-motorised users to encourage more sustainable local journeys. The planned LLM scheme is however not part of the A326 South, Junction Improvement Works.

Environmental Impact Assessment (EIA)

- 25 The scheme is a 'cross boundary scheme' falling within the jurisdictions of both New Forest District Council and New Forest National Park Authority. Under Schedule 1 of the Town and Country Planning Act 1990 (Para 1)(1)(i) such a cross-boundary scheme involving a National Park becomes a 'County Matter' in so far as it falls outside of the National Park boundary. It remains a matter for the National Park within its boundaries and so dual consideration is required. Nonetheless, to ensure that the cumulative effect of the Scheme is fully appreciated and considered, each authority considers the environmental impact of the entire scheme. As such, a request for an EIA Screening Opinion was submitted to both Hampshire County Council Planning and New Forest National Park Authority on 17 December 2019. Both Authorities are considered 'determining authorities' on the EIA requirements for the scheme. New Forest District Council has been informed about the scheme as a 'consultee'. A response was received from NFNPA on Friday 14 February 2020 and the outcome is that the proposed development is not "EIA development" within the 2017 Regulations but that a CEMP will need to be agreed and secured prior to commencement of the works. Delegated authority to agree and enter into any formal agreements necessary to secure the CEMP is being sought in this decision. Hampshire County Council Planning Authority has also confirmed that the proposed development is not "EIA development".
- 26 New Forest National Park Authority has also consulted with Natural England (NE) on this matter and specifically, both Authorities want reassurance that some of the mitigation measures included in Screening report (the Construction Environmental Management Plan) will be implemented. Normally this would be via a Planning Condition, but as this project will be Permitted Development that option is not available.
- 27 In order to alleviate the above concern Hampshire County Council will produce a Construction Environmental Management Plan (CEMP) that will include recommendations from New Forest National Park Authority (NFNPA) and to fully implement measures within the CEMP (together with industry best practices) at the relevant stages in the project delivery.
- 28 Furthermore, Hampshire County Council will make these mitigation measures in the CEMP a requirement of the Contract Specification documents, when this project goes out to tender for construction.

Habitat Regulations Assessment (HRA)

- 29 The scheme is also in close proximity to Internationally Designated Sites and thus requires a Habitat Regulations Assessment (HRA) from Hampshire

County Council. The relevant Decision making Authority in this case is also Natural England and it has been consulted. The outcome of the consultation was positive; however, Natural England requests a further HRA to be carried out because an EIA is not required for the scheme.

- 30 A detailed botanical survey was carried out in August 2019. The findings of that survey report have been used to prepare a detailed HRA report which concludes that the proposed highways improvement scheme would not have a likely significant effect on any Internationally designated sites. This further assessment report has been provided, and Natural England has confirmed that it agrees with the conclusions.

Finance

31	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	674	8.3	SLEP	5,681
	Client Fee	333	4.1	FWL	2,435
	Supervision	512	6.3		
	Construction	6,597	81.3		
	Total	8,116	100.0	Total	8,116

32	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	49.2	0.043
	Capital Charge	781	0.488

Programme

33 Key Milestones and funding plan

- detailed design and Tender award (Phase 1) – July 2020;
- Phase 1 construction works complete – September 2020;
- detailed design and Tender award (Phase 2) – September 2020;
- LEP funds spent (70% of funds) – March 2021; and

- final scheme completion including 30% private sector funding – August 2021.

Scheme Details

34 The proposed junction improvement works are as follows:

- Junction 3 – Blackfield Road/Church lane/B3053: Signalised junction proposed, including new crossing facilities;
- Junction 4 – Long Lane/A326 – (Holbury Roundabout): Localised improvements to the existing roundabout (widening of approaches and exit lanes);
- Junction 4b - A326/Holbury Drove: New southbound right-turn ghost island including new pedestrian crossing facilities;
- Junction 4c -A326/Southbourne Avenue: New southbound right-turn ghost island;
- Junction 5 – Hardley Roundabout: Localised improvements to the existing roundabout (widening of approaches and exit lanes);
- Junction 6 – Dibden Purlieu Roundabout: Localised improvements to the existing roundabout (widening of approaches and exit lanes);
- Junction 7 – Applemore Roundabout (Sizer Way): Localised improvements to the existing roundabout (widening of approaches and exit lanes); and
- Junction 8 – Dibden Roundabout: Localised improvements to the existing roundabout (widening of approaches and exit lanes) and new pedestrian crossing.

Departures from Standards

- 35 The Scheme proposals will be designed to comply with Department for Transport and Hampshire County Council standards for highway improvement schemes.
- 36 The design is currently at detailed design stage and details of any departures from standards will be dealt with in accordance with the ETE Scheme of Delegation. Any departures from standards that cannot be relaxed by Hampshire County Council will subsequently follow an “Exception report” route.

Consultation and Equalities

- 37 The consultation for Fawley Waterside included information on the traffic implications and mitigation. A summary of these events is given below:
- **Autumn Public Exhibitions:**
 - Wednesday 27th September 2017 at Calshot Activities Centre 2 - 8pm.
 - Thursday 28th September 2017 at St Francis Church, Langley 2 - 8pm.
 - Friday 29th September 2017 at Jubilee Hall, Fawley 2 - 8pm.
 - Saturday 30th September 2017 at Jubilee Hall, Fawley 10am - 4pm.
 - Over 2,000 attended, 364 feedback forms received.
 - **Summer Public Exhibitions:**
 - Friday 13th July 2018 at Jubilee Hall, Fawley 2 – 8pm.
 - Saturday 14th July 2018 at Jubilee Hall, Fawley 10am – 4pm.
 - Over 500 attended, 179 feedback forms received
 - **Calshot Village Public Exhibition:**
 - Thursday 6th December 2018 at St George’s Hall, Calshot 4 – 8pm.
 - Over 230 attended, 12 feedback forms received
38. The vast majority of consultees were very supportive of the principles of the development but had concerns about the existing traffic congestion and how the development could make this worse. They generally supported the junction improvements works but also wanted more strategic transport interventions (such as dualling of the A326 and reopening of the existing freight railway line for passengers) – the former is being considered by Hampshire County Council as part of a separate workstream.
39. The proposals are expected to have a neutral impact upon groups with protected characteristics, and the schemes should be accessible to all road users. Where bus stops are affected, access to the buses by disabled people will be considered in terms of the County Councils requirements for accessible bus stops. In addition, new or improved pedestrian crossings will incorporate required facilities/features for disabled road users.

Statutory Procedures

40. Planning permission is not required to deliver the scheme because it has been confirmed as being ‘permitted development’.

41. Permanent Traffic Regulation Orders (TROs) and S58 NRSWA restrictions will be required for the scheme. In addition, Temporary Traffic Regulation Orders (TTROs) will be required where necessary to reduce speed and manage traffic at the construction stage.

Land Requirements

42. All of the land required for the works is within the existing highway.

Maintenance Implications

43. The proposals will generate increased maintenance pressures and this should be considered when setting future annual highway maintenance budgets.
44. The Economy, Transport and Environment department's Asset Management team has been consulted on the proposals and has agreed to the highway materials being used. The proposed scheme will have a minor impact on the maintenance budget in future years, this is expected to be approximately £49,195 per annum.

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	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

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

2. Equalities Impact Assessment:

The proposals are expected to have a neutral impact upon groups with protected characteristics, and the schemes should be accessible to all road users. Where bus stops are affected, access to the buses by disabled people will be considered in terms of the County Councils requirements for accessible bus stops. In addition, new or improved pedestrian crossings will incorporate required facilities/features for disabled road users.

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: Woodhouse Lane South, Botley
Report From:	Director of Economy, Transport and Environment

Contact name: Steve Blackmore

Tel: 0300 555 1388

Email: steve.blackmore@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval to implement, procure and construct the Woodhouse Lane South phase of the Botley Bypass to provide improved links between Maypole Roundabout and the Woodhouse Land development site to the north, which also includes the new Deer Park School.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the Woodhouse Lane South scheme, 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 Woodhouse Lane South, as set out in this supporting report, at an estimated cost of £4.498million to be funded from the existing allocation for Botley schemes held within the ETE capital programme.
4. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, programming and phasing the works as necessary, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. The Executive Member for Environment and Transport decision in November 2016 approved a preferred route and alignment for the Botley Bypass, and subsequently Planning Permission for the Botley Bypass was granted in November 2017. An Executive Member for Environment and Transport

decision in January 2018 set out the way forward, including provision for land acquisition and funding for the bypass.

6. In September 2019, the Executive Member for Economy, Transport and Environment approved a phased approach to the Botley Bypass works in response to Hampshire County Council's planned development known as Deer Park, located to the north west of Woodhouse Lane. The report set out the Uplands Development Infrastructure and the Bypass (between Station Hill to the east of Botley and Winchester Street) and Woodhouse Lane South as separate phases. This report seeks approval for the procurement, spend and implementation of Woodhouse Lane South as a separate scheme to access the new Deer Park School, which also supports the Uplands Development Infrastructure Project.
7. Authority to secure the land required for this scheme has already been granted, and negotiations with landowners for voluntary acquisition are progressing well and nearing completion. Two unregistered plots to the eastern side of Woodhouse Lane will take more time to secure and the works will, if required, be phased to allow time for this to be concluded.
8. The scheme will link with the Uplands Development Infrastructure (UDI) and the bypass scheme to the east of Winchester Street. The delivery proposal for all these projects is illustrated in Appendix 1.

Contextual Information

9. The Woodhouse Lane South scheme forms the western end of the Botley bypass. The scheme involves an on-line improvement to Woodhouse Lane, from the Maypole Roundabout to Woodhouse Gully in order to facilitate the additional traffic that will use the route as a result of the bypass and Uplands Farm development.
10. In November 2016, a report to the Executive Member for Environment and Transport regarding 'Botley Bypass Public Consultation and Preferred Route' recommended that the preferred route as outlined in the report be approved, and that work should be progressed to finalise details of the scheme and enable the timely submission of a Planning Application. Further to this recommendation, preliminary and early detailed design work was progressed in relation to the layout for the Scheme, developed along the preferred route alignment approved in November 2016.
11. Botley experiences a significant amount of through traffic using the A334 Botley High Street between the Fareham area and the wider Eastleigh, North Hedge End areas, and Winchester in the north. Traffic congestion, particularly during peak periods, contributes towards air quality problems and severance

for pedestrians. The High Street has been identified by Eastleigh Borough Council as an Air Quality Management Area (AQMA).

12. Forecast levels of new development in the wider Botley area over the next 20 years, combined with traffic growth generally, will only compound existing traffic problems in the area. The completion of Whiteley Way, associated with the build out of the proposed North Whiteley development, is also likely to increase through traffic in the Botley area. For these reasons the justification for a bypass for Botley is now much greater than in previous years.
13. A Planning Application for the Scheme was submitted in July 2017 and was approved by the County Council's Regulatory Committee on 15 November 2017, and a formal notice of Planning Permission was issued thereafter.
14. In June 2019 and September 2019, the Executive Members for Policy and Resources and Economy, Transport and Environment respectively approved the principle of a separation of a "developer-led" scheme of works, known as the Uplands Development Infrastructure (UDI) works from the wider consented Bypass scheme, in acknowledgement of the need to ensure appropriate servicing arrangements are in place to support the opening of the new Deer Park School. Appendix 1 attached shows the split between the agreed UDI works, the extent of works to Woodhouse Lane South (WHLS) through to Maypole Roundabout in the south, and the Bypass itself. Improvement works are also proposed in Botley High Street to reduce its attractiveness as a through route and to encourage use of the new Bypass. In so doing, these reports noted that the Bypass would be delivered on a phased basis with the first part forming an integral part of the UDI works. This report sets out the Project Appraisal for the Woodhouse Lane South works.
15. This scheme will complete the link with the UDI and the Botley Bypass east of Winchester Street, which will be subject to a further report. When complete the WHLS scheme will contribute and aid improved capacity, reduce delays at peak periods and improved journey time reliability around Botley Village.
16. In summary, the proposals for the WHLS scheme include:
 - on-line works to widen Woodhouse Lane between the A334 'Maypole' roundabout and Woodhouse Gully, where the interface with the UDI scheme is situated. This will improve the vertical and horizontal alignment of the carriageway and cater for the forecast increase in traffic on this link;
 - Woodhouse Lane is to be widened to provide a continuous 7.3 metres single two-lane carriageway with a 2.5 metres shared use footway/cycleway along the western side. The widening will take place on the eastern side of the road and will require land from several third parties;

- the final carriageway level at Woodhouse Gully is to be raised by 1.2 metres and a new, wider culvert is to be provided to accommodate the increased carriageway width. The works boundary with the UDI scheme works to the north of Woodhouse Gully will minimise disruption and mitigation in respect of the impact upon the Ancient Woodland adjacent;
- the WHLS works will require land to be acquired from several third parties, with the preferred strategy being to acquire all land without the need for a Compulsory Purchase Order. Currently, negotiations for voluntary land acquisition are at an advanced stage;
- diversions to existing statutory undertaker utility services; and
- associated environmental and ecological mitigation works.

Procurement Strategy

17. It is proposed, subject to timely land acquisition, to incorporate the WHLS contract into the associated UDI works contract to reduce costs and disruption resulting from construction. It is considered that by avoiding contractor remobilisation significant savings can be made. A risk assessment and programme review will be carried out to determine the feasibility and most efficient approach to maximise savings and minimise disruption.
18. It is proposed that the main WHLS construction works are procured primarily through the new Gen 4.3 framework in conjunction with other procurement arrangements as may be required for various ancillary activities and works. Subject to the continued progress on the design it will be added to the UDI contract and identified as an option as part of the initial procurement exercise.
19. The design has commenced and will be aligned to enable the merging of both contracts. In order to take advantage of merging contracts, this Project Appraisal is required at an earlier stage.

Finance

20. The Cabinet approved a total funding envelope for the UDI servicing arrangements and Botley Bypass project in February 2019 and allocated the total required funding across the Policy and Resources and Economy, Transport and Environment capital Programmes, albeit the funding was not specifically aligned with the now agreed separation of the UDI works from the rest of the Bypass project. The Woodhouse Lane South project cost of £4.498million will be funded from the existing funding for Botley schemes held within the ETE capital programme. The Project Appraisal for the UDI works will be separately considered and approved by the Executive Member for Policy and Resources in March 2020.

21.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1,423	32%	Local Resources	4,498
	Diversions	610	14%		
	Land	350	8%		
	Construction	2,115	46%		
	Land				
	Total	<u>4,498</u>	<u>100</u>	Total	<u>4,498</u>

22.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	27	0.023
	Capital Charge	433	0.270

Programme

23. The proposals for the Woodhouse Lane South, Botley, form part of the County Council's Capital Programme for 2020/21.

Key Milestone:

Project appraisal	10 March 2020
Preliminary Design	30 March 2020
Tender	May to September 2020
Award	September 2020
Construction	Spring 2021 to Winter 2021/22

24. Once the contract has been awarded, work will commence and take approximately nine months to complete.

25. The landscape planting will be undertaken by specialist contractors, both at suitable times during the main contract works and before the end of the first planting season after completion of the works. This approach will help to enable the landscape planting to become established and contribute towards the mitigation for the scheme at the earliest opportunity.

Scheme Details

26. The planning permission for the WHLS works forms part of the Bypass consent which was approved in November 2017.
27. The WHLS scheme is between A334 'Maypole' roundabout and Woodhouse Gully to the north. This includes an on-line widening of a single carriageway 7.3 metres wide with a 2.5 metre shared use footway on the west side of Woodhouse Lane.
28. Woodhouse Lane has been designed based on a 40mph speed limit (same as proposed Botley Bypass) and has visibility and horizontal/vertical alignment to meet the relevant Design Manual for Roads and Bridges standards.

Departures from Standards

29. The Scheme proposals have been designed to comply with the Design Manual for Road and Bridges, Manual for Streets, and Hampshire County Council standards for highway improvement schemes.

Consultation and Equalities

30. Consultation was carried out in the development of the existing option, and as the new option proposed here maintains the objectives and alignment of the approved Bypass, no further consultation has been carried out in preparing this recommendation.
31. The improved accessibility, highway alignment and widened footways will deliver a positive impact for all Hampshire residents, and are considered to have a neutral impact on people with protected characteristics.

Statutory Procedures

32. There are a number of Traffic Regulation Orders required in relation with carriageway speed reduction and signage arrangements proposed in relation to user segregation on cycle, pedestrian and equestrian facilities. These will be progressed under existing delegations.

Land Requirements

33. The WHLS improvements traverse several areas of third party land. Approval to acquire the third party interests, including by Compulsory Purchase, was given by the Executive Member for Policy and Resources (EMPR) on 13 December 2018. Voluntary negotiations with land owners to acquire the

registered plots have been progressing well, with the draft Heads of Terms already agreed or nearing agreement, and these will be completed in their entirety before works commence.

34. In addition to the registered plots, two small areas of land to the east side of Woodhouse Lane are currently unregistered. These plots are identified as Plot 2 and Plot 4a on the land plan accompanying the EMPR December 2018 report.
35. The landowner adjacent to Plot 2 is attempting to establish/register ownership of this plot, but this has not reached a successful conclusion at the time of writing the report. Negotiations will be pursued to enter a conditional contract with the prospective landowner to secure the highway interest on the relevant area within the plot prior to the reapplication for ownership.
36. It is considered that Plot 4a is being used as a private way and s.228 of the Highways Act 1980 is intended to be used to secure the highway rights necessary to implement the works within this area.
37. Should the initial methods proposed for securing the unregistered land prove unsuccessful, the existing authority to acquire the land by compulsory purchase will be pursued.
38. Should it prove necessary, implementation of the WHLS scheme will be phased, with works to the unregistered areas to follow at a later date than earlier phases. This report seeks delegated authority to make such phasing as necessary.

Maintenance Implications

39. The proposals will generate increased maintenance pressures and this should be considered when setting future annual highway maintenance budgets.
40. The Economy, Transport and Environment department's Asset Management team has been consulted on the proposals and has agreed to the highway materials being used. The proposed scheme will have a minor impact on the maintenance budget in future years, and this is expected to be approximately £27K per annum.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire x
- Provide a safe, well maintained and more resilient road network in Hampshire x
- 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 x

14 Policy Objectives

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

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

Other

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

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

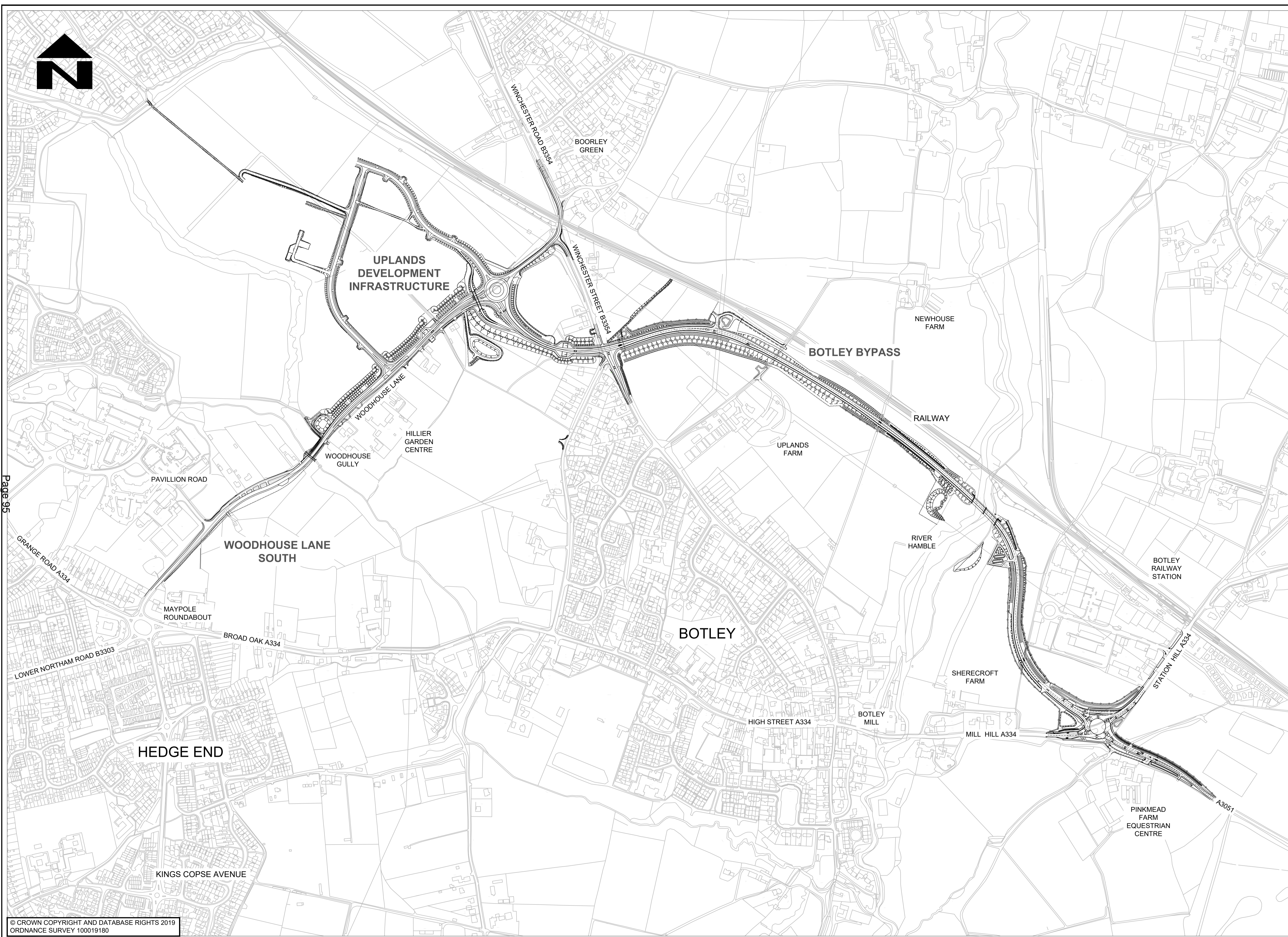
Due regard in this context involves having due regard in particular to:

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

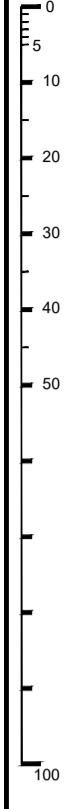
2. Equalities Impact Assessment:

The improved accessibility, highway alignment and widened footways will deliver a positive impact for all Hampshire residents, and are considered to have a neutral impact on people with protected characteristics.

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



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CLIENT HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT				CONSULTANT STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT				DESIGNER HJ CAD SW CHECKED HJ APPROVED CM		SCALE @ A1 1:4000 DATE 23.01.2020 SHEET NUMBER 1 OF 1		SCHEME WOODHOUSE LANE SOUTH JOB No. C.J009126.01		DRAWING TITLE OVERVIEW PLAN HCC CAD PLOT: 23/1/2020 16:51:56	
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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Project Appraisal: Access Improvements to Kings' School, Winchester
Report From:	Director of Economy, Transport and Environment

Contact name: Nimish Vithani

Tel: 01962 845005

Email: nimish.vithani@hants.gov.uk

Purpose of this Report

1. The purpose of this paper is to provide details of a scheme to implement a shared use footway along Romsey Road between Stanmore Lane and Battery Hill, and along Battery Hill to connect into Kings School, as well as the upgrading of the Battery Hill crossing to a toucan crossing.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for Access Improvements to Kings' School Winchester, as outlined in this report.
3. That approval be given to procure and spend and enter into necessary contractual arrangements, in consultation with the Head of Legal services, to implement the proposed improvements to the shared use footway and improvements to pedestrian crossing along Romsey Road, Winchester, as set out in this report, at an estimated cost of £430,000 to be funded from developer funding.
4. That authority to make the arrangements, including third party access arrangements to implement the scheme and minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

5. According to the School Travel Plan, the majority of potential student cyclists to Kings School live on the eastern side of Romsey Road and a safe cycling route from Stanmore Lane to the proposed Toucan at Battery Hill would allow many of them to reach Kings School by bicycle.

6. The recommended option to achieve this is to widen the existing footway on Romsey Road which varies between 1.5 and 1.8 metres in width to provide a shared use footway of 2.5 metres in width. From the Stanmore Lane end and for approximately 70 metres eastwards this width will be achieved by removing and cutting back highway trees and small shrubs.
7. From the Battery Hill end of the shared use footway and approximately 60 metres westwards, the widening to 2.5 metres will be achieved by the re-alignment of the kerb line into the carriageway. The entire footway would be resurfaced during the works to provide a suitable running surface.
8. The study looked at widening the existing footway between Kings Road and Kilham Lane on the northern side of Romsey Road to provide a cycle/pedestrian shared use footway. However, the costs of this option were higher than the proposed shared use footway and entailed greater delivery risk.
9. Cycle and walking count surveys will be undertaken following completion of the scheme, which can be compared to previous data to determine how successful the shared use route is in improving active travel in the area.
10. The main works will take place in the summer holidays, but to minimise the risk of birds nesting the proposal is to remove trees in March and take specialist ecological advice before any tree felling is carried out.
11. A site meeting took place with officers from Winchester City Council in August 2019 to look at replacement locations in the vicinity. The most likely locations were on Kilham Lane (where there is a pattern of planting where some of the trees have been lost), and the open green area north east of the Romsey Road/Battery Hill junction where there is an avenue of planting but with missing and damaged trees. All replacement planting (up to 9 potential locations) is on highway land.

Contextual Information

12. Kings School is a mixed 11-16 comprehensive school which is accessed via Kings Road from Romsey Road. It is located on the western side of Winchester, and with pupil numbers over 1,600, access and travel requirements are a major consideration for which this project looks to provide potential improvements.
13. From the top of Stanmore Lane heading towards Kings School, pedestrians use the existing footway running along the south eastern side of Romsey Road, utilising the puffin crossing facilities to access the footway in Kings Road. This footway is typically 1.8 metres wide but narrows to nearer 1.5 metres near to the junction of Romsey Road and Battery Hill due to pedestrian guard rails and insufficient highway land to its rear. Several areas of this footway are overgrown with highway vegetation/trees.
14. There is currently no off-road provision for cyclists at this location, but despite this, some cyclists have been observed using the existing footway. It is considered that the legal option of travelling on the carriageway is not

ideal for younger riders attending Kings School due to the heavy flow of vehicles using Romsey Road in peak periods.

15. The existing puffin crossing located at the junction of Romsey Road and Battery Hill provides a signalised pedestrian crossing phase, allowing school children safe passage across the busy Romsey Road. During peak traffic periods this facility is deemed vital and is the optimum location to provide such a crossing. Unfortunately, there are no facilities for cyclists to cross at this location.
16. The existing puffin crossing located at the signalised junction of Romsey Road and Battery Hill provides an opportunity to modify the traffic signals to provide a toucan crossing facility at this location to aid and promote cyclist access to Kings School, and to widen the crossing for all users.

Finance

17.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	60	14	Developer contributions	26.0
	Client Fee	13	3		
	Supervision	10	2	CIL	404.0
	Construction	347	81		
	Land	0			
	Total	<u>430</u>	<u>100</u>	Total	<u>430.0</u>

18.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	0.5	0.000%
	Capital Charges (Depreciation and Notional interest charges)	41	0.026%

Programme

19.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	03/20	07/20	09/20	09/21

Scheme Details

20. The proposal will see widening of the existing footway on the southern side of Romsey Road between Stanmore Lane and Battery Hill, which varies between 1.5 and 1.8 metres in width to provide a shared use footway of 2.5 metres. From the Stanmore Lane end, and for approximately 70 metres eastwards, this width will be achieved by removing and cutting back highway trees and small shrubs (refer to Appendix B).
21. The kerb will be moved a maximum of 0.6m into the carriageway of Romsey Road in order to create room for the additional footway width near Battery Hill junction. This should have no effect on the vehicular capacity of Romsey Road, as lane widths are retained.
22. The proposal removes six trees along the boundary of highway and private land. This has been considered by Hampshire County Council arboricultural team and a planning application 10/01892/TPO to remove these trees was approved by Winchester City Council on the 20th November 2019. Officers are working with Winchester City Council to identify suitable locations to replant six trees of suitable type at suitable locations within Winchester.
23. The removal of the trees is required as the proposed works may cause damage to, and/or the need to remove any structural roots, thus making their retention unsafe. These trees are of poor form, having lopsided crowns, stems leaning over the highway, and three of them have reduced structural integrity through the presence of included bark unions.
24. The existing puffin crossing connecting Battery Hill to Kings Road will be upgraded into a toucan crossing. This upgrade would allow cyclists and pedestrians to cross the busy Romsey Road to access Kings School. The upgrade would require the crossing to be widened to 4 metres (refer to Appendix B).
25. On Kings Road there are two wide footways either side of The Avenue of trees right up to the School, and here a 2.5 metre shared use footway is proposed. As a result, there should be little need to undertake any civil engineering works apart from improving dropped crossings at the side road; and as the footway surface is in good condition, only signage and markings will be required. Vegetation clearance from within the highway boundary will be required to provide better visibility for drivers exiting Nightingale Close (refer to Appendix B).

Departures from Standards

26. None.

Community Engagement and Equalities

27. Kings School, Winchester District Strategic Partnership (WDSP) cycling group, and the Winchester Action on Climate Change (WINACC) environmental group have all been consulted on the scheme, and they are all supportive of the proposals.

28. The local member, Councillor Tod, has been briefed and he is supportive of the scheme.
29. Due to the proposal to remove six trees, a street notice was put up on site for consultation as part of the planning consent process from Winchester City Council (planning application 10/01892/TPO), and this was approved on 20 November 2019.
30. The provision of a shared use footway and Toucan Crossing on Romsey Road will have a neutral impact on people with protected characteristics. The improvements will provide better access for all users, including those considered most vulnerable such as older people and young children.

Statutory Procedure

31. Under Sections 65 and 66 of the Highways Act 1980 the footway will be converted to a shared use footway/cycleway.

Land Requirements

32. Due to the nature of the required widening of the existing footway in Romsey Road, five trees (approximately 30 metres east of the Stanmore Lane Junction), which are detailed on the scheme plan in the appendix of this report, will need to be felled in order to prevent the demise of the tree root structures. These trees are currently outside the highway boundary. A third party licence for access arrangements has been drafted and agreed in principle with the landowner and this is currently being progressed by the County Council's Legal team. Once this is signed by both parties, Hampshire County Council will be able to work on the third-party land in order to remove the affected trees. Once the agreement has been finalised, advance works for tree felling and coring works are planned during the school holidays prior to the commencement of the main works. No further land arrangements will be required to carry out the works and there will be no future requirement to access or maintain the third-party land.

Maintenance Implications

33. The scheme has been consulted with our Asset Management Team who have undertaken a maintenance check for this scheme.
34. There will be maintenance implications as a result of the widening of the existing footway.
35. There will be an impact to the future revenue budget of approximately £500 per annum.

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

Section 100 D - Local Government Act 1972 - background documents

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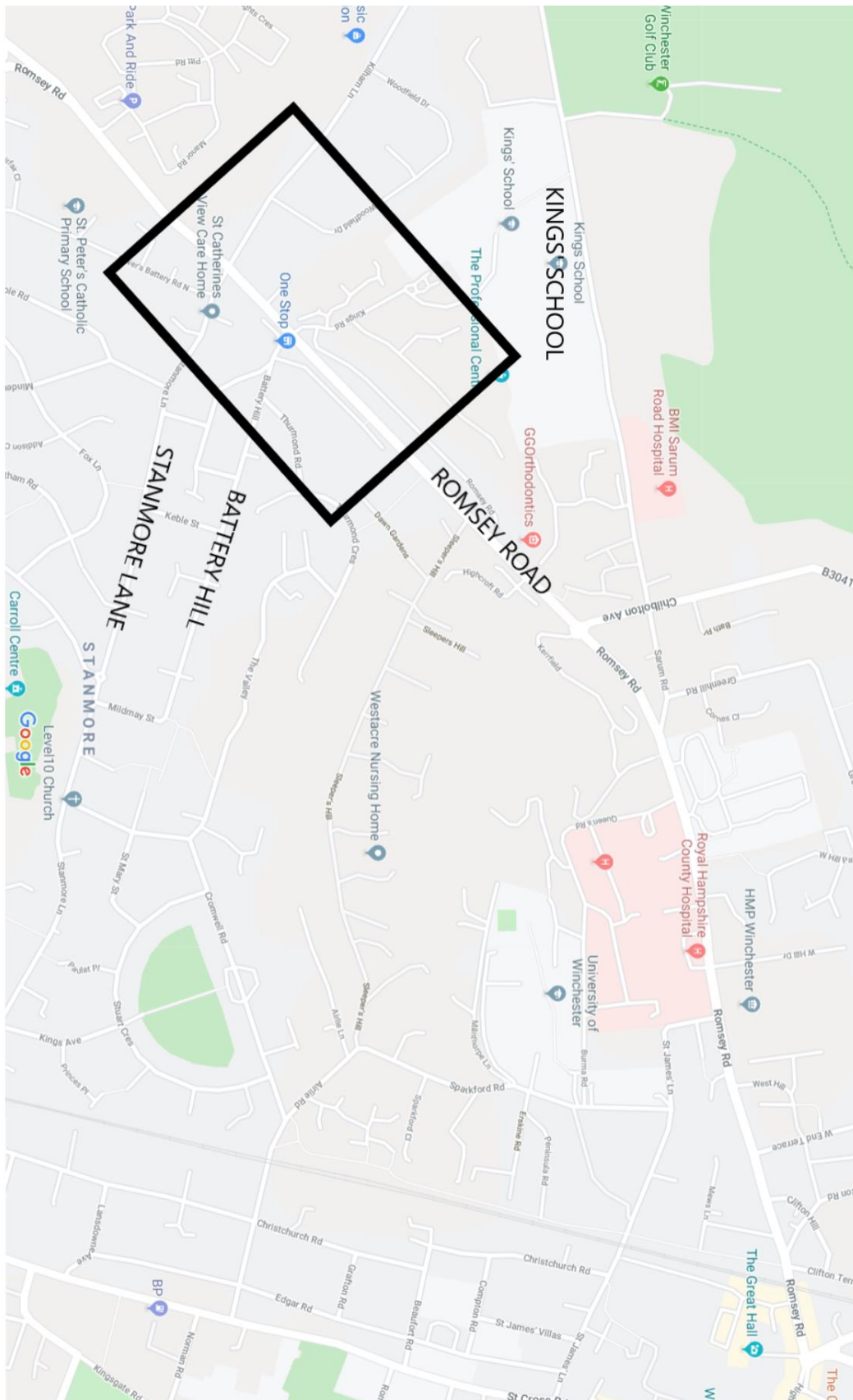
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2. Equalities Impact Assessment:

The provision of a shared use footway and Toucan Crossing on Romsey Road will have a neutral impact on people with protected characteristics. The improvements will provide better access for all users, including those considered most vulnerable such as older people and young children.

Appendix A : Location Plan – Romsey Road



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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	10 March 2020
Title:	Allocation of Local Bus Subsidy Support
Report From:	Director of Economy, Transport and Environment

Contact name: Andrew Wilson

Tel: 01962 846984

Email: andrew.wilson@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to seek approval for Hampshire County Council to submit a completed Statement of Intent form to the Department for Transport, in order to secure a payment of £709,912 in 2020/21 to fund additional supported local bus services. This one-off payment represents Hampshire County Council's allocation from a national pot, but the funding can only be drawn down upon submission of a completed Statement of Intent form. The funding forms part of the Government's 'Better Deal for Bus Users' package of measures announced on 6 February 2020.

Recommendations

2. That the Executive Member for Economy, Transport, and Environment approves the submission of a completed Statement of Intent form to the Department for Transport in order to secure a one-off payment from Government of £709,912 in 2020/21 to support local bus services, and that authority is delegated to the Director of Economy, Transport, and Environment to finalise the submission based on the approach set out in this report, including the use of a "challenge fund" to determine how the funding award could be most effectively spent in accordance with the proposed approach.
3. That authority is delegated to the Director of Economy, Transport, and Environment, in consultation with the Executive Member for Economy, Transport, and Environment to engage with operators, and invite and assess bids to the proposed "challenge fund".
4. That authority is delegated to the Director of Economy, Transport, and Environment to make the detailed contractual, spending, and operational decisions and arrangements necessary to meet the terms of the funding award and deliver associated support to local bus services arising from the proposed "challenge fund", as set out in this report.

Executive Summary

5. This paper seeks to set out the policy background to Government's announcement on 6 February 2020 to allocate an additional £30 million in 2020/21 to Local Transport Authorities for supported local bus services. The paper will summarise the Government's 'Better Deal for Bus Users' initiative and the four funding opportunities that form part of the package, representing a total investment of £170 million.
6. The initial funding opportunity is in the form of an additional one-off allocation for supported local bus services. Hampshire County Council's allocation is £709,912. By way of context, the County Council's base bus subsidy budget in 2019/20 is £1.9 million with additional funding coming from developer contributions and the Home to School Transport service. Other opportunities will focus on delivering:
 - an all-electric bus town or city;
 - funding to support on-demand services in rural and suburban areas; and
 - trialling new 'Superbus' networks to deliver low fare, high frequency bus networks with a particular focus on deprived areas.

The latter three funding streams will be subject to a competitive bidding process.

7. The additional funding for supported services represents a good opportunity to boost Hampshire's bus network. It should be noted however that this is a one-off payment and Government's preference is that the funding should be spent in 2020/21. However, the Department for Transport (DfT) acknowledges that in some cases funding will need to be spread over more than one year. This is certainly the case in Hampshire.
8. Work is on-going with bus operators to identify the bus services that represent the strongest opportunities to be commercially viable once the funding has been spent. Examples being explored include additional evening and weekend services, extending the span of the day of some services, and services that are currently supported but could become commercially viable with some pump-priming.
9. As this is a one-off payment, careful analysis and planning is required to ensure that funding is allocated to those services that stand the best chance of becoming commercially viable. There is a risk that if previously withdrawn services are simply reinstated, then once this funding is used up, these services will be withdrawn again, a situation which is not helpful in building a stable, long term financially sustainable local bus network.

Contextual information

10. On 6 February 2020 the Government published a paper entitled 'A Better Deal for Bus Users'. This initiative covers several aspects, firstly the development of a National Bus Strategy focused on the needs of the passenger and identifying how the public and private sectors will work together to improve bus services. The strategy will be supported by a long term funding commitment targeting investment on the needs of the passenger, including investment in bus priority, measures to tackle air quality and greenhouse gas emissions, passenger information and publicity, fares and payment.

11. The document makes further commitments, including:
 - a review of Bus Service Operators Grant (BSOG) to ensure it supports the environment and improved passenger journeys;
 - all new road investments receiving Government funding will have to explicitly address bus priority measures;
 - refreshing the guidance to local authorities on bus priority measures;
 - improving information to passengers through digital services;
 - incentivising multi-operator ticketing with lower fares, and
 - all buses to accept contactless payments (which Hampshire already benefits from).
12. There are four specific funding streams included in the announcement, the first being additional one-off payments to local authorities to support local bus subsidy. A decision on securing this funding is the main subject of this report.
13. The second funding stream is a pot of up to £50 million to create Britain's first all-electric bus town or city. This is targeted at towns with significant air quality issues where operators are prepared to provide considerable match funding. Discussions are underway with operators to ascertain if Hampshire could develop a competitive proposal. The level of funding available will most likely mean that only one, or possibly two towns or cities in the country will be selected, so competition will be high.
14. The third funding stream is a £20 million Rural Mobility Fund for trials of on-demand services in rural and suburban areas. The criteria may exclude parts of Hampshire due to their proximity to the existing Transforming Cities Fund areas.
15. The final funding stream is £70 million to trial new 'Superbus' networks in larger urban areas in the 75% most deprived areas of the country. Hampshire is currently excluded from the list of local authorities eligible to bid for this particular fund, although Portsmouth and Southampton are included, which may represent an opportunity for South Hampshire, building on the Transforming Cities Fund projects.
16. The £709,912 one-off payment for additional local bus support in 2020/21 can be drawn down in April 2020 after submission of a Statement of Intent form to DfT by 13 March 2020, stating how the funding will be used. The three further funding streams are on a competitive bidding basis. Initial Expressions of Interest are required by 30 April 2020, with shortlisted areas being taken forward to stage 2 of the respective bidding processes.
17. The guidance states that Government's objectives for the additional local bus funding are to:
 - improve current local bus services, e.g. with evening, weekend, or seasonal services;
 - restore lost routes; and
 - support new services or extensions to current services e.g. to new housing, employment, education and health services.

Finance

18. The payment of £709,912 is revenue funding. The allocation is based on past local authority supported bus mileage, with 20% of the fund set aside to provide a top-up for rural authorities. It will boost the County Council's bus subsidy budget significantly for 2020/21. The base budget for 2019/20 is £1.9 million with further funding provided by developer contributions and the Home to School Transport service.
19. However, this is a one-off payment, and whilst the guidance states that funding can be used over more than one year, care needs to be taken to ensure that any services paid for by this fund do not end up in a cliff edge situation when the funding has been spent, and the service is consequently withdrawn. This instability will undermine passenger confidence in the local bus network and create reputational issues for the County Council.

Performance and Proposed Approach

20. Bus passenger numbers continue to grow in Hampshire. Recently released figures from DfT show that passenger journeys increased in 2018/19 to 31.2 million from 31 million in 2017/18, bucking the national trend of decline.
21. This continued growth can at least partly be attributed to the model of partnership working that has delivered many improvements to the bus fleet and commercial bus services in Hampshire over recent years, including significant investment in new vehicles by bus operators, contactless payments, Wi-Fi for passengers, next-stop announcements, real time bus departure information and Bus Rapid Transit.
22. The proposed approach to spending the £709,000 must focus on targeting those areas where the funding has the best opportunity of leading to commercial viability beyond the funding period, thus avoiding a cliff edge situation for bus services when the funding runs out.
23. It is therefore proposed to adopt the following approach in developing the County Council's proposal to DfT, which will inform the Statement of Intent. The County Council is engaging extensively with Hampshire's commercial bus operators to identify those services that are commercially marginal, and where a sum of money for pump-priming either better frequencies or a longer span of the operational day, including the possibility of evenings and weekends, stand the best chance of becoming a long term addition to the commercial bus network when the funding has been used, rather than becoming a financial burden on the County Council.
24. Similarly, the County Council will work with operators to identify any services in Hampshire that have been lost during previous bus subsidy reductions that they feel would now stand a reasonable chance of being operated with a small subsidy and thereby becoming a viable part of a commercial network after the funding has expired. It is, however, less likely that this will yield as many candidate services as those categories listed above.
25. Once a series of service options have been developed, the proposed approach will be to examine the evidence, which would include potential passenger numbers, likely subsidy requirement per passenger journey, subsidy per mile,

and importantly the potential for the subsidy requirement to taper off towards the end of the funding period. This evidence will then inform the proposal to DfT.

26. In terms of procurement, there are two options available. The first would be the usual approach of specifying a desired timetable for a commercial operator to operate on the County Council's behalf, then awarding the contract to the lowest bidder.
27. The preferred approach would be to issue a challenge fund to operators inviting their bids for a share of the money. Operators would be expected to demonstrate how the funds would be used to boost frequencies, extend the operational day, extend routes, and provide evidence of how the services could become commercially viable at the end of the funding period. Operators would also be asked to demonstrate any added value that they would bring in terms of vehicle quality, air quality improvements, ticketing schemes or other passenger benefits. These proposals would be scored for value for money and feed into the Statement of Intent to DfT. As the new funding is a time limited, one-off grant, this approach is more likely to achieve the objective of maximising support for local bus services and is therefore recommended by this report as the preferred approach.
28. Given that DfT's funding formula includes a weighting for rural areas, it would be appropriate to work with operators to identify particular opportunities to boost interurban and market town services which operate through rural areas, but again on the proviso that the proposals are financially sustainable.

Consultation and Equalities

29. It is a condition of the funding that all Hampshire's Members of Parliament are consulted on the proposals and they are asked to indicate the extent to which the proposed approach meets their aspirations for the funding. This work is on-going.
30. Consultation is also on-going with all County Councillors seeking their views on the proposed approach. The County Council must also demonstrate engagement with the public either specifically for this fund, or through other recent work e.g. network reviews. Extensive public consultation was carried out as part of the 2018 Passenger Transport review which produced a very large number of responses and identified a clear set of priorities for the public.

Conclusions

31. The allocation of an additional £709,912 for bus service support is to be welcomed and will provide a significant boost to the subsidised local bus network. It is, however, a one-off payment for 2020/21, albeit with the opportunity to extend that over a longer period, so the funding needs to be managed carefully to avoid a cliff edge for some bus services when the funding is used up.
32. The approach to how this funding should be managed is outlined in this report, and the focus must be on enhancing those services that have the best chance of becoming commercially viable at the end of the period. To this end, detailed work is underway with operators to identify the most appropriate network enhancements.

33. The broader policy and funding initiatives put forward by Government as part of its 'Better Deal for Bus Users' paper is also to welcomed, providing the County Council with the potential opportunity to bid for further funding around electric bus towns, Superbus Networks, and Rural on-demand bus service trials.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Passenger Transport Review 2018 http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=170&MId=4195	<u>Date</u> 29.10.18
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

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

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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 disproportionately low.

2. Equalities Impact Assessment:

If secured, the proposed approach will provide for engagement with bus operators to ensure the most practicable and sustainable support for local bus services, which will benefit all Hampshire residents, including those with protected characteristics. Further consideration will be given to potential impacts when bids are invited and assessed to the proposed "challenge fund".