

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 September 2019
Title:	Project Appraisal: Stubbington Bypass
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to seek approval, subject to the resolution of the necessary funding agreements with the Solent Local Enterprise Partnership (SLEP) to progress the implementation of this scheme to provide the Stubbington Bypass and its associated works between the A27 Titchfield Gyratory and the Peel Common roundabout at an estimated cost of £34.495million.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the Stubbington Bypass between the A27 Titchfield Gyratory and the B3334/B3385 Peel Common Roundabout to the south of Fareham, as outlined in this report.
3. That, subject to approval of the Full Business Case for the scheme by the Department for Transport (DfT), and the resolution of funding agreements with the Solent Local Enterprise Partnership for the Local Growth Deal funding and the financial arrangements underpinning the proposed prudential borrowing to be re-paid from the ring-fenced business rates received from the Solent Enterprise Zone, 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 provide the Stubbington Bypass and all associated works, as set out in the supporting report, at an estimated cost of £34.495million, to be funded from a combination of Local Growth Deal, Prudential borrowing to be re-paid from the ring-fenced business rates received from the Solent Enterprise Zone and the Local Transport Plan 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.

Executive Summary

5. This report seeks approval to implement the Stubbington Bypass scheme between the A27 Titchfield Gyratory and the B3334/B3354 Peel Common Roundabout near Fareham.
6. Implementation of the Stubbington Bypass proposals will provide a new 3.5km long, 7.3m wide single carriageway road between the B3334 Titchfield Road and the B3334 Gosport Road, passing to the north and east of Stubbington. The scheme includes revisions to the junction of the A27 Southampton Road junction with the B3334 Titchfield Road at the Titchfield Gyratory; the online widening of part of the Titchfield Road; the provision of a new single carriageway road between Titchfield Road north of Stubbington and the Gosport Road to the east of Stubbington; new junctions at Titchfield Road, Peak Lane and Gosport Road; and online widening on Gosport Road from the new junction to the Peel Common roundabout, including revisions to this junction.
7. The scheme cost of £34.495million is to be funded using a combination of £25.5million of Local Growth Deal funding made available by the Department for Transport (DfT) via a funding agreement with the Solent LEP, £8.5million from Prudential borrowing to be re-paid from the ring-fenced business rates received from the Solent Enterprise Zone, and local County Council resources of £0.495million.

Contextual Information

8. The Scheme forms part of the wider strategy to improve access to Fareham and Gosport by reducing congestion on the existing highway network in order to support economic development and regeneration within the subregion. Schemes already delivered as part of this package include improvements to the A27 Segensworth to Titchfield, including the St Margarets Roundabout, the A27 The Avenue/Station Roundabout in Fareham, and the Newgate Lane and Peel Common roundabout improvements. Together, these improvements contribute towards the overall reduction of journey times and improved journey time reliability across the Peninsula, especially at peak times through the provision of increased road capacity and improved traffic management.
9. A planning application for the Scheme was approved by the County Council's Regulatory Committee on 21 October 2015 and a formal notice of Planning Permission with associated conditions was issued on 23 October 2015.
10. The scheme is being progressed as a DfT 'retained scheme', which entails further Business Case scrutiny beyond that completed for the Solent LEP in the early stages of the project. The Full Business Case has been submitted to the DfT, and its approval will enable the release of the funding allocated for the scheme; this is expected shortly.
11. In July 2017 the Executive Member for Environment and Transport confirmed that the proposed Stubbington Bypass should be progressed to enable DfT full approval to be achieved and the allocated funding to be

released. In addition, the appropriate Orders, Notices, or Statutory Procedures under the powers of the Highways Act 1980 would be progressed, and formal negotiations would begin to seek the acquisition of the necessary third-party interests by agreement. Following approval in July 2017 by the Executive Member for Policy and Resources, a Compulsory Purchase Order was also made to run in parallel to the negotiations to acquire all third-party land necessary for the scheme.

12. The negotiations with landowners have been progressed and some land has been acquired. Objections to the Compulsory Purchase Orders and the Side Road Order for the scheme led to a Public Inquiry held in November 2018, and in late May 2019 the Secretary of State for Transport announced the approval of these Orders as amended.
13. The decision in July 2017 also approved enabling work to take place, including: survey work to inform the completion of the next levels of the design process; the progression of environmental mitigation work, including the creation of new habitat to facilitate the relocation of protected species; archaeological surveys; and work required to satisfy other planning conditions. This work has been progressed to complete the surveys design and enabling works.
14. In January 2018 the Executive Member for Environment and Transport delegated authority to the Director of Economy, Transport and Environment to secure (through the GEN 3.3 Framework) Early Contractor Involvement in the design of the scheme and an acceptable Target Cost for the construction work to be developed. A Target Cost for the main works contract has been agreed, and subject to the approval of this Project Appraisal Report, the release of the remaining DfT funding allocated to the scheme, and the provision of a funding agreement with the Solent LEP, the contract will be awarded.

Finance

15. The Department for Transport (DfT) has allocated £25.7million of Local Growth Deal funding to Stubbington Bypass as a retained scheme. As part of normal procedure for a DfT retained scheme, a Full Business Case has been submitted in addition to the earlier initial business case submitted to the Solent Local Enterprise Partnership (SLEP). Approval of the Full Business Case is expected shortly, which will enable a funding agreement to be made with the SLEP to release this funding.
16. On 19 September 2016 the Hampshire County Council Cabinet approved a report from the Director of Corporate Resources to enable borrowing of £8.5million of future ring-fenced business rates received from the Solent Enterprise Zone, on condition a bid for Local Growth Deal funding is agreed (as detailed above) and a formal agreement is secured from the SLEP to fund the Council's borrowing costs.
17. Subject to the approval of this report and the approval of the Full Business Case by the DfT, the necessary funding agreements with the SLEP are

being developed now to enable the timely award of the construction contract later in 2019.

18. Alternative funding options which may remove the need for prudential borrowing are currently being explored. Should it be deemed to be beneficial for the Council, appropriate recommendations will be brought forward as part of the normal decision making process.

19.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1622	4.7	Local Growth Deal*	25500
	Client Fee	625	1.8	Prudential Loan	8500
	Supervision	1438	4.2	Local transport Plan	495
	Construction Land Inc	30810	89.3		
	Total	<u>34495</u>	<u>100</u>	Total	<u>34495</u>

* The Local Growth Deal funds available to Hampshire County Council are reduced from the £25.7million allocation by the DfT as the balance is retained by the SLEP.

20.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	218	0.190%
	Capital Charge	3,318	2.074%

Programme

21. The proposals for the Stubbington Bypass form part of the County Council's Capital Programme for 2018/19.
22. Work is ongoing to acquire the necessary land for the scheme by either completing the negotiations that have taken place to date or by completing the implementation of the approved Compulsory Purchase Orders later this calendar year. Possession of the land will enable the contractor to enter the land and start construction however the precise dates are subject to the finalisation of the necessary funding agreements.
23. Once the main contract has been awarded work will commence and take approximately two years to complete. The sections of existing road being improved as part of the scheme, including public utility diversionary works will be undertaken alongside live traffic conditions. Work in these areas will be progressed with respect to the need to minimise disruption to the travelling public. The areas of new highway construction will have less impact on the travelling public although they are more vulnerable to weather and ground conditions.

24. 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.
25. Traffic management and accessibility measures designed to support the use of the bypass will be implemented once the bypass has been opened for use and traffic patterns have started to normalise. The detail of these proposals will be confirmed separately.

Scheme Details

26. The proposals will involve improvements from the junction of the A27 Titchfield Gyratory and online improvements to part of the B3334 Titchfield Road, the provision of a new 3.5km long, 7.3m wide single carriageway road around the north-east side of Stubbington between Titchfield Road and Gosport Road, and improvement of the Gosport Road to and including parts of the Peel Common roundabout.
27. The existing A27 Titchfield Gyratory junction is currently partially signalised but will be modified to include signal control on the Titchfield Road arm of the junction. The existing right turn lane on the A27 from the west towards Titchfield Road will be revised to two lanes instead of one and will be repositioned to be opposite Titchfield Road. The A27 eastbound to Fareham will remain unchanged. The existing traffic signals on the A27 westbound carriageway will be relocated to the new position by Titchfield Road. Traffic movements to/from East Street and towards the A27 to Fareham will remain unchanged with priority control.
28. The junction of the A27 westbound carriageway with the B3334 Titchfield Road will include pedestrian crossing facilities across Titchfield Road.
29. The B3334 Titchfield Road will be widened to provide two lanes in each direction between the A27 and the Bridge Street junction. A new 2.5m wide off-road pedestrian and cycle facility will be provided on the east side of the new road over this length.
30. The layout of the traffic signal-controlled junction with Bridge Street will be revised to accommodate the new road layouts and provide pedestrian crossing facilities to enable access to the cycle facilities on the east side of the road.
31. To the south of the revised junction at Bridge Street the Titchfield Road will become a single two-way carriageway with a central hatch marked area to accommodate right turn lanes for right turning traffic into residential and business properties, and pedestrian refuges to accommodate pedestrian crossing movements. The area close to the Bridge Street junction will accommodate a 2:1 merge on the southbound side and two traffic lanes to provide capacity on the northbound approach to the traffic signals.

32. The 2.5m wide off-road pedestrian and cycle facility will continue on the east side of the new road to the proposed traffic signal-controlled junction that will connect Titchfield Road to the new bypass. The Titchfield Road is realigned on its eastern side to provide a smooth alignment through the junction and onto the bypass. The new junction will accommodate all traffic movements between the Titchfield road and the Stubbington Bypass and will incorporate signal controlled pedestrian and cycle crossing facilities to access the shared off-road pedestrian and cycle facilities on the north-east side of the junction. Cyclists heading for Stubbington will continue on-road to the south of the junction. Access to Coopers Lane will be revised and accommodated with a new layout to the south of the new junction with the bypass.
33. To the east of the new junction with Titchfield Road a new unlit 7.3 m wide single two-way carriageway with widening to accommodate central hatch marked areas, turning lanes and capacity at junctions will be constructed between Titchfield Road and Gosport Road, with a new traffic signal-controlled junction provided at Peak Lane.
34. Traffic speeds on the new bypass will be restricted by a proposed 50mph speed limit, and the existing 40mph speed limit on the existing Titchfield Road and Gosport Road maintained and extended to include short sections on the bypass in the vicinity of these junctions. Similarly, the national speed limit on Peak Lane will be reduced to 50 mph between the existing 30 mph speed limits located by Longfield Avenue at the northern end and near Oakcroft Lane at the southern end, to support safety at the junction with the bypass. The necessary traffic regulation orders for the speed limits will be developed separately for implementation at the appropriate time in the construction programme.
35. Given the rural nature of the area, the new road will not be lit except locally as necessary in the vicinity of junctions. Street lighting will be maintained and improved on Titchfield Road between the A27 Titchfield Gyratory and the new junction for the bypass and will be provided on Gosport Road between the new junction for the bypass and the Peel Common Roundabout.
36. The new road will include grass verges on either side and open swales and containment ponds where appropriate as surface water drainage features. The proposed drainage system also incorporates open ditches, piped ditches, swales, and balancing ponds that aim to ensure the road does not result in an increase in surface water flood risk, or that the discharge rates into existing local watercourses, those draining towards the River Meon and the River Alver, do not exceed the existing situation, and that the water quality in the receiving water courses is not adversely affected.
37. Post and rail highway boundary fencing will be provided where appropriate, along with gates to field accesses. New hedges and tree planting will enhance the boundary features of the new road.

38. A new priority-controlled junction with Ranvilles Lane on the north side of the bypass to maintain highway access to the land plots. The junction includes a right turn lane for turning traffic and a central refuge to support pedestrian, equestrian and cycle access across the bypass between the northern and southern sections of Ranvilles Lane. The existing road closure on Ranvilles Lane near its junction with Harcourt Road is unchanged.
39. Access to existing properties and field entrances along the route of the bypass between the A27 Titchfield Road and the Peel Common roundabout will be retained, repositioned, or adjusted to ensure access to land and property is maintained. This will include all necessary accommodation works as agreed with the landowners.
40. A 3m wide off-road pedestrian and cycle facility will be provided and will be separated from the carriageway by a grass verge. This is provided on the north side of the road to the west of the junction with Peak Lane and on the south/west side of the road to the east of the Peak Lane Junction. The junction at Peak Lane includes pedestrian and cycle crossing facilities for all movements between the bypass and the existing cycle routes on Peak Lane.
41. Where the bypass crosses the existing public rights of way that traverse the area connecting footpaths will be constructed leading to pedestrian refuges on the bypass that will support opportunities to cross the road in two stages. Work in these locations will involve minor adjustments to the alignments of the rights of way and adjustments to fences gates and stiles.
42. The alignment of the bypass includes alterations to the earth bund that surrounds the Peel Common Wastewater Treatment Plant. The earth bund on the south-west corner is reconstructed in a new position and connected to the existing bunds to maintain its purpose. Replacement planting will be provided.
43. Earth bunds with trees, shrubs and grass will be provided between the new road and neighbouring residential properties that are in close proximity to the road, such as those on the east side of Marks Road and some near Ranvilles Lane. The earth bunds will vary in height between 2m and 3.5m and will reduce the impact of the road for residents in terms of traffic noise, light, and visual amenity.
44. Where the bypass joins the B3334 Gosport Road a new roundabout will be constructed on the north side of Gosport Road to the west of the Rome Farm Cottages. The roundabout will be lit and its geometry is designed to ease traffic movements between Gosport Road from the Peel Common Roundabout and the bypass, and will include additional traffic lanes to provide capacity for these movements together with a dedicated left turn lane and merge for traffic moving from the bypass towards Peel Common roundabout.
45. The existing Gosport Road between the new roundabout and the Peel Common roundabout will be realigned and widened on its south side to

provide a 7.3m wide single two-way carriageway, with the existing cycle route reconstructed in a new position and separated from the road by a grass verge. This section of the road will be provided with street lighting.

46. Access to the Rome Farm cottages will be revised to incorporate the existing and former section of Gosport Road in front of the properties that was bypassed in an earlier phase of improvements. This section of road will be reopened at its eastern end and closed at the western end to provide a short service road leading to these properties and the existing field access.
47. To maintain local equestrian access in the area and to improve walking and cycling opportunities an off-road reinforced verge track will be provided on the north side of Gosport Road between Peel Common roundabout and the bypass, and alongside the bypass on its eastern side towards the Peel Farm Wastewater Treatment Plant. The route will also utilise the service road leading to Rome Farm Cottages.
48. At the Peel Common roundabout, the Gosport Road arm of the junction will be widened, and traffic signal control provided. To improve capacity at the junction the approach from Gosport Road will be widened to three lanes, and the exit from the roundabout widened to two lanes. Dedicated left turn lanes from Broom Way to Gosport Road will be provided, and the road layout on the roundabout adjusted to accommodate two lanes from Rowner Road to Gosport Road. The two westbound lanes will merge into one on the west side of the roundabout.
49. The existing Gosport Road Toucan crossing will be replaced by pedestrian and cycle crossing facilities incorporated into the revised traffic signal-controlled junction to maintain all non-motorised movements.
50. As part of the road widening on the approach to the Peel Common roundabout at the eastern end of Gosport Road, the access to the properties on the north side will be revised and retained. The bus stop facilities here will be repositioned to suit the new road layout.
51. Extensive ecological and environmental surveys and studies were undertaken during the earlier development of the scheme leading to the award of conditional planning permission. The studies identify the existing area to be of generally lower ecological value in part due to the existing use of the land as open farmland. Notwithstanding this, the proposals include measures to manage and protect the existing ecology in localised areas where local habitats have been enhanced to accommodate water voles and reptiles relocated from areas impacted by the new road. Given the seasonal nature of these works, most any of these features have already been completed as part of the enabling work programme ahead of the bypass construction work. Further measures will be implemented during the construction work and will form part of the Habitat Management Plan and Construction Environmental Management Plan that will be submitted for approval to the Planning Authority before the works commence.

52. The proposals include extensive landscape planting that will develop to help to screen the road and earth bunds and complement the wider landscape. This will include new hedgerows along the new road including trees at suitable locations. Whilst some existing trees and hedges will be lost as a result of the proposal, the landscape planting scheme will provide replacement of indigenous species. This will include around 530 new trees which will be planted as standard specimens 3m to 4.5m high, together with 365 conifers planted as small specimens 80 -120cm high, nearly 8,000 trees planted in groups or mixes as whips 70 -100cm high and over 19,000 hedging plants 80-90cm high, and about 600 native waterside plants.
53. About 5,700 linear metres of predominantly indigenous hedge species, such as Hawthorn are included as part of the proposals along with significant blocks of woodland and scrub planting. The landscape planting will increase the habitat available for local wildlife as it matures.
54. In order to minimise traffic disruption on the existing road network during the construction phase and when connecting the new road to the existing network, any necessary road restrictions including road closures and traffic diversions via suitable routes when possible will not be applied during the peak traffic times and night work will be undertaken as appropriate.
55. The proposals are shown in outline on the attached location plan in Appendix 1 and in more detail on the general arrangement drawings attached in Appendix 2.

Departures from Standards

56. The Scheme proposals have been designed to comply with Department for Transport and Hampshire County Council standards for highway improvement schemes.
57. One departure from the Design Manual for Roads and Bridges highway design guidance standards has been accepted and approved by the County Council's Chief Engineer.
58. This concerns limited reductions in the standards for Stopping Sight Distances (SSD) on Titchfield Road on the southbound approach to the new junction with the bypass. These occur over very short distances on the approach to the traffic signal-controlled junction, however this is mitigated by the presence of the Advance Direction Signs and Traffic Signals Ahead Warning Sign, and the enhanced skid resistance of the road surface for 100m prior to the traffic signals. The required 120m SSD is achieved to all traffic signal heads at the junction.
59. Two stages of safety audit have now been completed and items identified addressed through the design process. A further safety audit will be undertaken upon completion of the works.

Consultation and Equalities

60. A major public consultation was undertaken by the County Council over an eight week period in Summer 2014, entitled 'Improving Access to Fareham and Gosport', which included details of the proposed scheme for the Stubbington Bypass, the Newgate Lane corridor and Peel Common roundabout and the A27 Segensworth to Fareham corridor. The consultation included a series of nine staffed public exhibitions in the south Fareham area, and unstaffed exhibitions at local libraries.
61. The results from this public consultation were reported in the Executive Member for Economy Transport and Environment report of 4 November 2015, identified that 75% of respondents supported the preferred route for the Stubbington Bypass.
62. The support was distributed across the peninsula with the main clusters of support located in Stubbington Village and around the southern end of the Newgate Lane and Peel Common areas. Objection to the scheme included only one cluster of objections in Ranvilles Lane.
63. At least 70% of respondents regarding the Bypass were generally satisfied that the main issues of traffic, drainage, environment, ecology, landscape, proximity to properties, design, and accessibility identified in the questionnaire had been taken into account, notwithstanding additional comments which may have been made seeking clarification or identifying areas of concern. The biggest concern was the proximity of the route to properties.
64. As the scheme is remote from the existing highway, planning permission was required which included an eight-week statutory consultation period from 17 July to 11 September 2015. This included representations from consultees such as Fareham Borough Council and Gosport Borough Council, who raised no objections to the proposals, and representations from members of the public. Details of the responses to the consultation were included in the report from the Head of Strategic Planning to the County Council's Regulatory Committee dated 21 October 2015, and subject to further information being provided in the interim, planning approval subject to conditions was granted on 20 November 2015.
65. As part of the development of the proposals at the planning stage the emergency services were consulted, and no objections were received.
66. The majority of the scheme is located in the County Division of Crofton and a section is within the neighbouring Division of Titchfield. The proposals are supported by the local County Councillors, Councillor Hayre for Crofton and Councillor Hockley for Titchfield. The new road will also improve access to Lee-on-the-Solent and the local County Member for Lee, Councillor Burgess, also supports the proposals.

Statutory Procedures

67. A planning application for the scheme was submitted in July 2015 and approved in October 2015, subject to 25 conditions. Work to discharge the conditions has been undertaken and will continue until the scheme is fully completed. The conditions include a range of measures to protect the natural environment and habitats, the local community, archaeology, recreation, the water environment and landscaping enhancements. Full details of the planning conditions are available in the report from the Head of Strategic Planning to the County Council's Regulatory Committee dated 21 October 2015.
68. Following the decision by the Secretary of State for Transport to confirm the Compulsory Purchase Order (CPO) and Side Roads Order (SRO) as amended, the County Council has implemented the CPO in August 2019. A statutory three-month notice period will pass before the County Council has possession of the necessary land.
69. The necessary traffic regulation orders to support the proposed 50mph speed limit for the Stubbington Bypass, and the adjustments to integrate with the existing 40 mph speed limit on Titchfield Road and Gosport Road, will be progressed for implementation at the appropriate time in the delivery of the proposals. Similarly, a reduction of the speed limit on Peak Lane to 50 mph between the existing 30 mph speed limits located by Longfield Avenue at the northern end and near Oakcroft Lane at the southern end, will also be progressed for implementation at the appropriate time in the delivery of the proposals.
70. The existing speed limits on Titchfield Road and Gosport Road will remain unchanged as part of these proposals.
71. Temporary traffic regulation orders dealing with the provision of temporary road closures and temporary speed limits for the purposes of undertaking the construction works in a safe manner have been prepared and will be deployed as appropriate.
72. It is proposed that the route of the Stubbington Bypass will be designated as a 'Traffic Sensitive Street' so Notices will be made under Section 64 of the New Roads and Street Works Act 1991 (NRSWA).

Land Requirements

73. The proposed route traverses land owned by third parties, especially on the offline sections between Titchfield Road and Gosport Road. Negotiations about the necessary land have been progressed with the landowners and will continue as appropriate.
74. On 11 July 2017, a report was approved by the Executive Member for Economy Transport and Environment to recommend to the Executive Member for Policy and Resources to provide authority to acquire all third-party land interests required for the delivery of the scheme.

75. On 18 July 2017 a report by the Director of Culture Communities and Business Services (CCBS) was approved by the Executive Member for Policy and Resources to purchase all the necessary land interests required to implement the proposed scheme on detailed terms to be settled by the Director of CCBS. The report also confirmed approval be given to the making of a Compulsory Purchase Order (CPO) for the land necessary for the scheme.
76. A CPO was subsequently made by the County Council on 8 February 2018 and advertised for any potential objections. Objections were received and upheld and a Public Inquiry into the Stubbington Bypass Compulsory Purchase Order (CPO) and Side Roads Order (SRO) was held on the 26 and 27 November at the Solent Hotel & Spa, Rookery Avenue, Whiteley.
77. The Secretary of State for Transport confirmed the CPO and SRO as amended on 20 May 2019. The decision, together with the Orders, was advertised by Public Notice on the 6 June, enabling a six-week period for challenges to be made. No representations to the High Court have been made, so the CPO and SRO are confirmed.
78. The County Council has exercised the confirmed CPO in August using a combination of General Vested Declarations and Notice to Treat, with Notices of Entry to secure possession of the necessary land from the end of the three-month period identified in these notices.

Maintenance Implications

79. The proposals will generate increased maintenance pressures which have been calculated at approximately £218,238 per annum and should be considered when setting future annual highway maintenance budgets.
80. Many of the materials that will be used in the construction of the Scheme are standard materials used elsewhere on the highway. As part of the processes involved in developing the scheme internal consultations have taken place with representatives from the Asset Management team. The detailed design of the scheme has been refined to reduce future maintenance liabilities as far as possible by using robust materials and redesigning elements of the kerbing gully and pipework connections that has resulted in an increase in capital costs for the benefit of reduced future maintenance liabilities.
81. Highway improvement schemes that involve the formal planning process and environmental impact assessments will incorporate measures to mitigate for the impact of the scheme and protect or improve the environment. The proposals have been designed to accommodate these factors as far as possible with a minimal impact on future maintenance, however to maintain a balanced approach to the growth agenda and the declared climate change emergency, landscape and ecological areas that

support the scheme will need to be maintained to ensure they remain fit for purpose and accommodated when setting future maintenance budgets.

LTP3 Priorities and Policy Objectives

3 Priorities

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

14 Policy Objectives

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

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

Other

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

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

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

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
EMETE Report: 'Improving Access to Fareham and Gosport – Report of Consultation'	01 Nov 2014
EMETE Report: 'Stubbington Bypass Update Report'	09 Jul 2015
HCC Cabinet Report: 'Capital and Revenue Approvals'	19 Sep 2016
EMETE Report: 'Stubbington Bypass – Enabling Work and Land Approvals'	11 Jul 2017
EMP&R Report: 'Major Highway Scheme: Stubbington Bypass – Land Purchase'	18 July 2017
EMET Report: 'Stubbington Bypass Procurement Strategy'	16 Jan 2018
EMETE Report: 'ETE Capital Programme 2018/19 End of Year & Quarter 1 2019/20'	16 July 2019
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

Project Files

Strategic Transport and Engineering
Consultancy Groups, ETE,
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 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 proposed scheme includes facilities that will improve accessibility and have a positive impact for all road users. There will be no additional impact on people with protected characteristics, therefore the scheme has been assessed as having a neutral impact overall.