

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	19 November 2020
<b>Title:</b>	Transforming Cities Fund
<b>Report From:</b>	Director of Economy, Transport and Environment

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### Purpose of this Report

1. The report provides an update following the submission in November 2019 of Strategic Outline Business Cases for Tranche 2, Transforming Cities Fund for Portsmouth and Southampton areas, the subsequent submission of a refined bid in July 2020 for the Portsmouth area, and the DfT announcements regarding funding arrangements for each city area.
2. Now that the scale of the funding packages for the Southampton and Portsmouth areas are known, those candidate projects in receipt of funding are being recommended for entry into the County Council Capital Programme 2020/21 – 2022/23.

### Recommendations

3. That the Executive Member for Economy, Transport and Environment approves the addition to the Capital Programme 2020/21 to 2022/23 the projects listed at Tables 1a and 2a of this report.
4. That the Executive Member for Economy, Transport and Environment recommends to Cabinet the addition to the Capital Programme 2020/21 to 2022/23 the projects listed at Tables 1b and 2b of this report.
5. That the Executive Member for Economy, Transport and Environment recommends to Council the addition to the Capital Programme 2020/21 to 2022/23 the projects listed at Tables 1c and 2c of this report.
6. That the Executive Member for Economy, Transport and Environment delegates authority to the Director of Economy, Transport and Environment to make minor modifications and adjustments to schemes to ensure that they comply with latest Government guidance and that costs fall within the budget provision.

### Executive Summary

7. This paper reports on the Tranche 2 Transforming Cities Fund (TCF) announcements by the Department for Transport in the letters dated 20 March

2020 to Southampton City Council and 28 September 2020 to Portsmouth City Council and the next steps by the County Council.

## **Transforming Cities Fund Progress Update**

### Funding Arrangements

8. Hampshire County Council has worked in partnership with the respective city councils (and Isle of Wight Council in respect of the Portsmouth area) to develop Strategic Outline Business Cases that were submitted to the Department of Transport (DfT) Tranche 2 Transforming Cities Fund in November 2019.. At the request of the DfT, the bids were for high, medium and low aspiration funding levels. The following are links to each of the bids and summaries:
  - [Portsmouth area bid](#)
  - [Southampton area bid](#)
9. As part of the March Budget announcement, the Government allocated £57million to the Southampton area, sufficient to deliver all elements of the low aspiration package of infrastructure measures to encourage and support modal shift. For the Portsmouth area, the DfT set aside £117million, to be shared with Norwich and Stoke-on-Trent, subject to business case approval.
10. Continuing the partnership working with Portsmouth and Isle of Wight councils, a refined business case for the Portsmouth area was prepared and submitted in July 2020 that, at the request of the DfT, also included high (£61million), core (£56million) and low (£51million) packages.
11. On 28 September 2020, the Government announced just under £56million had been allocated to the Portsmouth area, equating to the 'core' aspiration ask. It was also noted by the DfT that this allocation could potentially increase by £5million if Stoke-on-Trent only received a low package. The DfT would decide once Stoke-on-Trent's revised submission had been received and assessed later this year.

### Tranche 1 progress update

12. In the meantime, work has progressed on the Tranche 1 TCF schemes; two of the three Tranche 1 Hampshire cycle schemes in the Southampton area have been completed, with the third in the detailed design stage. These cycle routes connect and enhance the cycle network to the west of the city linking to southern Test Valley, via Test Lane, Totton & Eling in the New Forest district and Chandlers Ford, within Eastleigh borough.
13. In the Portsmouth area, work has now commenced on the main contract for the Enhanced Eclipse Busway Extension to Rowner Road, the TCF contribution having been spent on the advanced works and revising and finalising the scheme design. Work has also continued with the installation of real-time information (RTI) for bus passengers at bus stops in Havant and Waterlooville, although this was delayed by the site requirements of social distancing. This means that the Tranche 1 monies have been spent, save for a retention of £8,789, as this is the installation charge for 17 RTI locations where the equipment has been received but they cannot be installed due to Covid-19 delays.

## Tranche 2 - Southampton Area

14. The £57million award for the Southampton city region will go some way towards making it easier for people to leave their car behind for their daily commute. The investment will support plans to improve connectivity along three major travel corridors in and out of Southampton from the Waterside, Eastleigh, and Bursledon. The programme will seek to deliver 45 individual but complementary schemes along three geographically focused radial corridors terminating in Southampton City Centre and starting in surrounding Hampshire districts (New Forest and Eastleigh). They aim to dramatically transform and improve the quality and availability of transport connections by focusing on enhancing connectivity on these radial corridors, to improve people's journey times and reliability and reduce congestion.
15. The package of measures within Hampshire comprises of a total of 12 schemes, representing an investment of approximately £18 million. The schemes and the individual funding allocations are set out below.
16. Approval is sought for the Executive Member to add the schemes in Table 1a to the capital programme. For the schemes in Table 1b the Executive Member is asked to recommend addition to the capital programme of these schemes to Cabinet. For the schemes in Table 1c the Executive Member is asked to recommend addition to the capital programme of these schemes to Cabinet and the County Council.

**Table 1 Southampton Area TCF Funded Schemes**

### **a) Schemes <£500,000**

<b>Scheme name</b>	<b>Scheme value</b>	<b>Split of source of funding (incl. value)</b>	<b>Capital Programme year (21/22, 22/23 or 23/24)</b>
Eastleigh Mobility Hub	£319,288	TCF £319,288	21/22
Airport Parkway Travel Hub	£447,001	TCF £447,001	22/23
Super stops/Enhanced stops	£485,064	TCF £485,064	22/23

### **b) Schemes £500,000 - £2,000,000**

<b>Scheme name</b>	<b>Scheme value</b>	<b>Split of source of funding (incl. value)</b>	<b>Capital Programme year (21/22, 22/23 or 23/24)</b>
Eastleigh Town Centre cycle route	£578,330	TCF £448,542 DC £129,788	20/21
Bursledon Road cycle route	£645,524	TCF £545,524 DC £100,000	20/21
Totton Junction Road	£754,125	TCF £754,125	21/22
Redbridge Viaduct	£1,009,206	TCF £909,206 Local resources £100,000	21/22
Marchwood Bypass	£1,307,705	TCF £1,224,097	22/23

		Local resources	£83.608	
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**c) Schemes £2,000,000+**

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Eling to Holbury cycle route	£3,441,195	TCF £3,417,887 Local resources £23,308	21/22
Rushington Roundabout	£2,443,139	TCF £2,443,139	21/22
Bishopstoke Road, Eastleigh	£4,149,190	TCF £3,349,190 Local Resources £800,000	22/23
Providence Hill cycle route	£2,287,855	TCF £1,818,414 Local resources £469,441	22/23

**Tranche 2 - Portsmouth Area**

17. The allocation of nearly £56million of Transforming Cities Funds for the Portsmouth area provides for £19.6 million investment in Hampshire, in the boroughs of Fareham, Gosport and Havant. The measures funded will provide new bus and taxi facilities at the Gosport Ferry Terminal, improve journey times for bus passengers and provide enhanced facilities for pedestrians and cyclists. These will focus on Local Access Zones, improving access to town centres from local communities, and multi-modal (bus and cycle) corridors linking the town centres to Portsmouth city centre.
18. The package of measures within Hampshire comprises a total of 10 schemes, representing an investment of approximately £14.4 million. The schemes and the funding allocation are set out below.
19. Approval is sought for the Executive Member to add the schemes in Table 2a to the capital programme. For the schemes in Table 2b the Executive Member is asked to recommend addition to the capital programme of these schemes to Cabinet. For the schemes in Table 2c the Executive Member is asked to recommend addition to the capital programme of these schemes to Cabinet and the County Council.

**Table 2 Portsmouth Area TCF Funded Schemes.**

**a) Schemes <£500,000**

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Local Access Zone - Havant Selection (Primary)	£100,000	TCF - £100,000	20/21
Local Access Zone - Leigh Park	£100,000	TCF - £100,000	20/21
Enhanced MM Corridor - Ladybridge Northern Bus Gate	£40,000	TCF - £40,000	21/22

Local Access Zone - Havant Selection (Secondary)	£100,000	TCF - £100,000	21/22
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**b) Schemes £500,000 - £2,000,000**

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Local Transport Hub - Havant Park Road South (SB)	£1,050,000	TCF - £1,050,000	21/22
Enhanced MM Corridor - Ladybridge R/A VE Bus Priority and Pedestrian/Cycling Enhancements	£1,172,000	TCF - £972,000 Local resources - £200,000	21/22
Local Transport Hub - A27 Enhanced Safety Scheme (Portchester)	£867,587	TCF - £267,587 Safer Roads Fund - £600,000	21/22

**c) Schemes £2,000,000+**

Scheme name	Scheme value	Split of source of funding (incl. value)	Capital Programme year (21/22, 22/23 or 23/24)
Gosport Bus Station, taxi rank and Cross street improvements	£5,900,000	TCF - £5,200,000 Local resources £700,000	21/22
Enhanced MM Corridor - Rusty Cutter Bedhampton R/A	£2,473,298	TCF - £2,473,298	21/22
Enhanced MM Corridor - Delme to Downend Bus and Cycle Scheme	£9,334,092	TCF - £9,334,092	22/23

## Finance

20. The Executive Member decision on 4 June 2019 gave authority to the Director of Economy, Transport, and Environment to enter into the necessary legal agreements to secure for the Hampshire projects the TCF funding that will be passed by the DfT to the city councils as the accountable bodies for the respective areas.
21. Work to continue the development and the implementation of the Southampton and Portsmouth area projects in Hampshire will be funded from the TCF allocation and local match funding, and decisions to procure and spend for each project will be brought forward in the normal way.
22. Work to bring unfunded schemes to a state of readiness for future funding opportunities will be funded from existing revenue resources.

23. The Grant announcement by the Department for Transport for the Portsmouth area includes a requirement for cycling schemes to comply with the latest Government guidance for cycle provision, Local Transport Note (LTN 1/20), published after the resubmission on 3 July. The bidding authorities are currently investigating the cost and programme implications of these more onerous requirements and if significant will raise these with the Department for Transport. However, in the event that further DfT money isn't forthcoming, then alternative mitigation measures will be investigated, including value engineering cycling measures and ultimately, very much as a last resort, reviewing whether all the planned schemes can go ahead. If significant local mitigation measures are required, a further report will be brought to the Executive Member for Economy, Transport and Environment.

### **Consultation and Equalities**

24. In support of the TCF business case submission, early public engagement was undertaken for both city areas. This was at broad programme level and did not include specific scheme detail, as at that time the funding position was unknown.
25. Now that the funding levels are known, it is possible to undertake more detailed engagement, and more detailed plans are being prepared to provide information on the funded projects. This will help in developing and finalising the design of each project, including confirmation of a preferred option for delivery.
26. The decision relates to entering candidate schemes that have received funding into the capital programme and therefore does not have an impact on residents at this stage, so is deemed to have a neutral impact on groups with protected characteristics. Equalities impact assessments for individual schemes will be carried out as they progress to development.

### **Conclusions**

27. In combination, the bids for Transforming Cities Fund have yielded in excess of £35million on measures to support sustainable growth and travel in south Hampshire, and through partnership working have secured well in excess of £100million investment to the wider Solent area. In addition, the TCF workstream has seen the development of bus priority schemes and Local Walking and Cycling Infrastructure Plans (LCWIPs) for the boroughs of Eastleigh, Fareham, Gosport, Havant and parts of Test Valley and New Forest. Taken together, this has enabled the development of a portfolio of schemes targeted at promoting active travel and public transport and will enable the County Council to compete for funding opportunities to help deliver sustainable transport and jobs growth and address the need for carbon reduction and improved public health.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

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

**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:**

The decision relates to entering candidate schemes that have received funding into the capital programme and therefore does not have an impact on residents at this stage, so is deemed to have a neutral impact on groups with protected characteristics. Equalities impact assessments for individual schemes will be carried out as they progress to development.