

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	2 December 2020
<b>Title:</b>	Brighton Hill Roundabout: Project Appraisal Update
<b>Report From:</b>	Director of Economy, Transport and Environment

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### Purpose of this Report

1. The purpose of this report is to seek approval to revise the previously preferred scheme for the improvements to Brighton Hill roundabout.

### Recommendations

2. That the Executive Member for Economy, Transport and Environment notes the outcome of the public consultation on revisions to the preferred Brighton Hill Roundabout scheme, including removal of the underpasses, as well as the recent rejection of the planning application for the Camrose development, and on this basis gives approval to implement a revised Brighton Hill Roundabout Scheme, as set out in this report and detailed in Appendix 1.
3. That the Executive Member for Economy, Transport and Environment notes the EM3 LEP amendment of its grant funding for the Brighton Hill Roundabout scheme from £13.0million to £11.65million, reflecting the removal of Camrose Link Road, and gives approval to enter into any contractual and funding agreements accordingly in consultation with the Head of Legal Services.
4. That approval is given for the revised total scheme costs of £19.3million.

### Executive Summary

5. Approval was received at the Executive Member for Economy, Transport, and Environment Decision day on the 13 November 2018 to develop a design to improve the capacity of the Brighton Hill Roundabout in Basingstoke. Since that decision, further investigations have identified additional constraints that have influenced the design to a point where retaining the subways is not viable. This report seeks further approvals to amend the scope of improvements by removing

the existing subways from the final scheme, to infill the central roundabout, and provide fully accessible level access routes across and around the roundabout.

6. A developer led planning application necessary to allow the construction of the Camrose Link Road was recently refused by Basingstoke and Deane Borough Council. The impact of the decision will require a revision to the scheme design to remove the partial closure of Western Way, and to retain the entry access from this arm onto Brighton Hill roundabout.
7. The roundabout improvements form a key part of the EM3 LEP Basingstoke South West Corridor to Growth. The improvements will increase capacity through the junction to address existing congestion issues and accommodate future growth in travel demand. The proposals aim to provide improved journey times for public transport and accessible pedestrian and cycle facilities.
8. The EM3 LEP had allocated £13million towards improvements to the Brighton Hill Roundabout, matched by £6.55 million of local developer contributions and £1.1million from Hampshire County Council Local Transport Plan Funding. In the light of the Basingstoke and Deane Borough Council rejection of the Camrose planning application, the land due for dedication by the developer required for the construction of the link road is no longer available. As a consequence, the estimated scheme cost and the EM3 LEP grant to support the project have been revised, with the LEP seeking the return of £1.35million of the grant funding, thereby reducing the grant received from £13million to £11.65million.
9. The revised scheme for Brighton Hill Roundabout does not preclude delivery of the Camrose Link Road at a later date through a separate scheme subject to the securing the necessary funding and approvals for a new route.

### **Contextual Information**

10. The EM3 LEP has identified Basingstoke as one of four regional towns which are a focus for economic and housing growth. The Basingstoke South West Corridor to Growth covers the A30 SW Corridor into Basingstoke from the M3 Junction 7 to the town centre, where significant further housing growth is planned. The adopted Local Plan, which runs to 2029, has allocated sites for over 2,000 homes on the corridor, and over half of these are either under construction or have planning consent. Combined with planned increases in employment in the town centre, particularly at Basing View, it is anticipated that travel demand on the corridor will increase.
11. In November 2018, the Executive Member for Environment and Transport confirmed that the proposed Scheme to improve traffic capacity through the roundabout should be progressed to complete all detailed design including engagement with Basingstoke and Deane Borough Council. Responses from the Borough Council have been incorporated within the detailed design.
12. The Business Case for the capacity improvements for the Brighton Hill Roundabout was approved by the EM3 LEP in July 2019 and the County Council signed a Funding Agreement with the EM3 LEP in November 2019 for a grant of £13m, match funded by £7.65million of local funding. This project forms part of an ongoing

multi-million programme of transport improvements across Basingstoke to support economic growth and prosperity.

13. As part of investment in this corridor, the EM3 LEP has previously funded improvements to the Winchester Road Roundabout, completed in 2017 and Thornycroft Roundabout, due for completion during winter 2020/1.
14. Brighton Hill Roundabout is a key junction on the A30 SW Corridor and suffers significant peak period congestion which will be further exacerbated by future increases in travel along the corridor. The proposed revisions to the design will maintain the key aims for the scheme, which are to:
  - increase the traffic capacity at the junction to accommodate existing and future travel demands, reducing congestion and improving journey times and journey time reliability;
  - provide comprehensive pedestrian and cycle facilities at the junction, including future provision for a strategic cycle route along the A30 SW Corridor and links into that route from surrounding areas; and
  - safeguard future provision for bus priority measures associated with the proposed Mass Rapid Transit project.

### **Subway Removal**

15. The initially preferred scheme was based upon historic records and early information from the utility companies. During development of the scheme, and having undertaken ground investigations to determine the subways construction and the line and depth to utility services, the subways were established as being of a non-standard construction, without foundations and difficult to extend without additional strengthening works and the significant diversion of utility services.
16. Structural advice is that due to their age and condition, the subways should be renewed rather than extended. Renewal will increase the whole-life asset costs but would prove disruptive during construction and difficult to justify given that the subways would still fail to meet accessibility standards.
17. All of the options for either the retention or replacement of the subways considered will add additional costs to the project, which would significantly exceed the approved budget. A breakdown of the options, and their estimated additional costs to the project, are as follows:
  - remove two and replace two subways - £26.6million;
  - extend all subways - £25million;
  - remove two and retain and extend two subways - £21.7million; and
  - remove and replace all subways - £30.7million.
18. Further to the above, the ramps to the subways cannot be made fully compliant with the Equalities Act 2010 within existing land and utility constraints. Many of the existing ramps are steep, evidenced by some cyclists dismounting due to grade. Replacing or extending the subways will further increase the ramp gradients, making the routes even less accessible for both cyclists and pedestrians.

19. The existing subways are also subject to crime. During 2019, there were 44 police reports, comprising theft, public order, violence, and sexual offences. For the first half of 2020 there were 14 reported cases within the subways.
20. The provided at-grade crossings are considered a suitable safe alternative for both cyclists and pedestrians, and adequate to meet demand, albeit with some additional journey time delay for users. Opportunities for pedestrians and cyclists to cross the circulatory roundabout will be incorporated into the traffic signals with negligible impact on traffic flows. Removal of the subways and infilling of the roundabout island will enable the provision of a legible, accessible surface level network of pedestrian and cycle routes.
21. In addition, the County Council is actively seeking opportunities to enhance the cycle network adjoining Brighton Hill Roundabout. A successful bid was made to the DfT for Tranche 2 of the Emergency Active Travel Funding for provision of a new segregated cycle track from Brighton Hill Roundabout along Brighton Way to Sullivan Road to be constructed during summer 2021. In addition, feasibility work is being commissioned to develop design options for a strategic cycle route along the A30 Corridor through Brighton Hill Roundabout. This will be subject to public and stakeholder consultation, once the proposals are developed.
22. Infilling of the roundabout island will also give opportunity to improve the central landscaping. Many of the trees within the central island are stunted due to close planting, with canopies under-developed and a lack of species diversity. The revised design will retain a number of existing higher quality trees and plant new trees to replace those being lost to create a more balanced environment with greater year-round interest.

### **Camrose Link Road**

23. The previously approved scheme at Brighton Hill Roundabout closes the Western Way entry onto the roundabout in order to maximise capacity and provides an alternative route for this traffic via a new Camrose Link Road through the adjacent Camrose development site, to re-join at a new junction with the A30 north east of Brighton Hill Roundabout.
24. The Camrose Link Road secured planning consent from the County Council's Regulatory Committee in July 2020. However, on 23 September 2020, Basingstoke and Deane Borough Council's Development Control Committee refused planning consent for the two outline applications by Baston Development Ltd (Basron) for redevelopment of the Camrose Football Ground site. This prevents delivery of the Link Road within the funding window, as without consent on its application, Basron will not provide the land to deliver the link road.
25. In recognition that delivery of the Camrose Link Road was not within total control of the County Council, the original EM3 LEP Business Case submission included a scheme option which can be delivered without third party land or planning consent requirements.
26. This arrangement delivers the improvements at Brighton Hill Roundabout without the requirement for Camrose Link, leaving Western Way open under traffic signal

control. Appraisal work in the Business Case demonstrated that this scheme would still provide “Very High” value for money compared to retaining the existing road layout (Do Nothing). If approved, this revised arrangement for delivering the roundabout improvements will be reviewed and updated to a detailed design.

27. The preferred capacity improvement scheme for Brighton Hill roundabout included closure of Western Way access onto the roundabout and provision of an alternative route via a new road, the Camrose Link Road. However, without land dedication from the landowner of the Camrose ground, the Camrose Link Road cannot be built. Therefore, to deliver the capacity improvements for the A30 Brighton Hill roundabout the revised scheme will proceed with the Western Way arm to the roundabout remaining open.
28. The DfT has recently issued Local Transport Note 1/20 with updated guidance on the provision of cycling facilities. This significantly alters the guidance for cycling facilities and changes to the design are now necessary to accord with this guidance and to meet revised public expectation. The scheme will now include stepped cycle tracks, and other aspects of the scheme will be reviewed and where appropriate amended to closer align to LTN1/20.
29. The public were consulted on the proposed closure of the Western Way exit onto the Brighton Hill roundabout during the public exhibition and survey held between 3 September to 1 October 2018. The consultation found that with the Camrose Link Road as part of the Brighton Hill Roundabout Scheme, 51% of respondents supported the closure of the Western Way exit. However, without the Camrose Link Road element, public support for the closure fell to just 34%. The later 2020 public consultation was based on the preferred scheme at that stage, which did not include retaining the Western Way access. Since then, the planning decision effectively removing the possibility of implementing the Camrose Link Road proposal as part of the Brighton Hill scheme, has meant that the Scheme can only proceed with the retention of the Western Way access.
30. In these circumstances, it is considered that the findings from the public surveys undertaken in 2018 and a further consultation to be held with key stakeholders, including elected members representing the local area, is sufficient to inform final development of the scheme design. The delay and subsequent decision in relation to Camrose Link Road also served to increase pressure on the delivery programme, and therefore the risks of losing external funding. In light of these considerations, and previous consultation on the principle of the Western Way access being retained, further public consultation is not recommended before presenting the final project appraisal for a formal decision.
31. The views of key stakeholders will be considered during the finalisation of the detailed design. Due to Covid-19 restrictions on public gatherings, a series of online digital meetings will be held to seek stakeholder views.

## **Finance**

32. It is anticipated that the revisions to the design can be accommodated within the revised scheme budget of £19.3m. A more accurate assessment of cost and benefits will be available at the completion of the detailed design and will be reported in due course as part of the final project appraisal.
33. The EM3 LEP grant allocated to the Camrose Link Road, estimated as £3.2 million will not be returned in full to the EM3 LEP for reallocation as the County Council will meet additional costs in incorporating the Western Way arm onto the roundabout, and without the land dedication from the Camrose site, a revised layout for the infrastructure along the A30 Winchester Road. In addition, the cycle infrastructure will be upgraded to accord with DfT LTN1/20. At the November EM3 LEP Programme Management Group meeting, the LEP agreed to seek return of £1.35 million for the underspend on Camrose Link Road.
34. The costs estimated for Brighton Hill roundabout improvement main scheme (not including Camrose Link Road) have risen from the 2019 estimate of £17.7 million to £19.3 million (October 2020) due to the enhanced cycle provision, redesign to keep Western Way arm open to the roundabout, associated works on the A30 to accommodate this change to the scheme, and inflation through labour and material costs between 2019 and 2020. In addition, there is a likelihood of higher tender returns reflecting the additional cost the contractor will face as a result of social distancing.
35. By way of a comparison of costs:

Original preferred scheme for Brighton Hill roundabout including the Camrose Link Road (Estimate 2019)	£20.9 million
Brighton Hill roundabout only without Camrose Link Road, assuming land alongside the A30 is dedicated (Estimated 2019)	£17.7 million
Brighton Hill roundabout with Western Way arm open, no Camrose Link Road, reduced land take on A30 (Estimated 2020)	£19.3 million

Funding for the scheme is detail within the table below:

EM3 LEP Grant Funding	£11.65 million
Local Developer Contributions	£6.55 million
Hampshire County Council Local Transport Plan Funding	£1.10 million
Total	£19.3 million

## Programme

38. The proposals for the Brighton Hill Roundabout improvements form part of the County Council's 2020/21 Capital Programme.
- 39.

#### Key Milestones:

Detail design completion	6 January 2021
Final Project Appraisal	25 February 2021
Tender	March to April 2021
Award	July 2021
Construction	September 2021 to August 2023

#### Departures from Standards

40. The Scheme proposals will be designed to comply with the Design Manual for Roads and Bridges, Manual for Streets and Hampshire County Council standards for highway improvement schemes. The scheme design is still being developed and any requirement for departures from standard will be reported as part of the full project appraisal at the end of the detailed design stage.

#### Consultation and Equalities

41. A public consultation on the initial proposals took place during September 2018. Views were sought on the proposed roundabout improvements that included the new Camrose Link Road and closure of the Western Way exit arm onto the roundabout. The consultation found that with the Camrose Link Road as part of the Brighton Hill Roundabout Scheme, 51% of respondents supported the closure of the Western Way exit. However, without the Camrose Link Road element, public support for the closure fell to just 34%.
42. The consultation found 64% of respondents in favour of retaining all four existing subways, supplemented with new at-grade crossings. This consultation took place at an early stage in the scheme development with limited technical information available on the structural composition or integrity of the subways. The details of the initial consultation were reported to the Executive Member for Environment and Transport on 13 November 2018.
43. To seek the public's views on the emerging designs with the removal of the subways from the scheme, a further round of consultation took place between 20 May and 10 June 2020. 518 responses were received with 90% of responses from local residents and with a range of representation across all age groups. The summary Findings Report from the consultation is included in Appendix 2B.
44. The primary aim of the consultation was to measure public support for the removal of the subways along with provision of offline cycle facilities.
45. Similarly, it is important to note that the design has always included at grade signal crossings, and these are not being added to the design as a replacement for the removal of the subways. The proposal to remove the subways will route all users across the junction via the at-grade crossings, increasing both flows and demand on the crossings. Additionally, the subways currently provide a segregated route for users separate from traffic which will be lost with their removal.

46. The responses indicate a degree of opposition to the removal of the subways. Around half of all respondents felt the revised scheme would not improve journey times, accessibility, public space, or safety. Of 354 additional comments received, 73% were negative or opposed to the proposals, with concerns principally focused on at-grade crossing safety, journey time delays, impacts for cycling, and environmental impacts associated with the reprofiling of the centre island. In support of the changes, 22% of respondents did consider the improvements would enable them to walk or cycle more often.
47. At-grade crossing safety

**Community concern: Crossing safety and heightened risk of traffic accidents with increased numbers of pedestrian and cyclists using the crossings.**

*Response and Mitigation: Whilst the loss of the subways will remove the option to cross the junction unopposed by traffic, signalised crossings provide a proven, suitable and safe solution for allowing users to cross the road whilst traffic is held on a red signal. The crossing designs are subject to independent safety review and the proposed arrangement for the signalised crossings is similar to that used elsewhere in the county with no record of safety issues. Locally the A33 Ringway Roundabout provides a good comparative example of this arrangement.*

*The crossing timings will be set to ensure sufficient time is provided for all users to comfortably cross in the time provided. With the option for the signals to sit at red to traffic at quieter times to help slow traffic on approach when roads are clearer and traffic speeds likely increased.*

*Safety for drivers is also provided for with clear forward visibility through the junction and vehicle detection in place to dynamically adjust the traffic signal timings to allow smooth traffic progression and a reduced need for late breaking.*

48. Journey time delays

**Community concern: Delays for pedestrians and cyclists having to wait for at-grade crossings to change.**

*Response and Mitigation: It is recognised that the existing subways do provide a direct route and that their removal will increase journey times for pedestrians and cyclists. However, these additional delays are not judged sufficient to justify the additional costs needed for the subways to be retained. An alternative cycle route adjacent to the A30 is being developed to help offset some of the impacts for cyclists.*

*Waiting times at the crossing points are adaptive and can be adjusted to reduce delays, particularly during busier times when demand for the crossings is increased.*

**Community concern: Traffic delays due to increased demand and appearance of the at-grade crossings. Concerns were raised by respondents who considered that their car journeys through the roundabout would be longer.**

**Respondents anticipated needing extra time to pass through the junction, especially during peak times and school days when the at-grade crossings would be in high demand, to the detriment of traffic.**

*Response and Mitigation: Removal of the subways will result in only limited additional delay to traffic. In general, the at-grade crossings will only operate on an approach when traffic is already stopped at red to allow either the opposing entering or circulating traffic to go. This efficient form of junction operation minimises the impact of the change for drivers. The traffic model based upon predicted traffic flows has been re-run to represent the proposed design and is delivering capacity improvements in line with the business case.*

49. Impacts for Cycling

**Community concern: Potential for conflict and delay, with cyclist being required to share the same routes as pedestrians.**

*Response and Mitigation: The existing subway arrangements do not segregate use for cyclists and, due to the limited space available, some shared use arrangements will be required within the final design. However, the benefits of segregated use are recognised, and consideration will be given for its inclusion where opportunity allows.*

*In addition, the County Council is actively seeking opportunities to enhance the cycle network adjoining Brighton Hill Roundabout. A bid to Government for Tranche 2 of the Emergency Active Travel Fund includes funding for provision of a new segregated cycle track from Brighton Hill Roundabout along Brighton Way to Sullivan Road. In addition, feasibility work is being commissioned to develop design options for a strategic cycle route along the A30 Corridor through Brighton Hill Roundabout. 'Cycle Basingstoke' is a key campaign group for cyclists in the Basingstoke area and is being consulted in the development of revised designs. The proposals will also be subject to wider public and stakeholder consultation once they are more fully developed.*

50. Environmental impacts

**Community concern: That reprofiling the roundabout central island will result in tree loss with a negative impact for the local environment.**

*Response and Mitigation: Arboriculture experts have reviewed the status of the central island tree stock and report that many of the trees are stunted due to close planting with canopies under-developed and a lack of species diversity. Whilst accepting that tree loss will occur and a period of regeneration is necessary before the benefits of replanting are realised, infilling the roundabout provides a long term opportunity to improve the central landscaping. The revised design will retain a number of existing higher quality trees and plant a greater variation of new trees to replace those being lost to create a more balanced environment with greater year-round interest.*

51. The two local members, Councillors Reid and Westbrook, have been consulted on the original proposal. Councillor Reid was content with the proposed approach. Councillor Westbrook was also supportive of the proposals, including the at-grade crossings, but he will need assurance that these are safe for users. Further engagements with the local members will be carried out throughout scheme development, including on receipt of the independent road safety audit.
52. Councillors Reid and Westbrook have since been apprised of the proposed changes to the project. Councillor Westbrook has expressed support for a revised scheme subject to the project continuing to realise capacity improvements adequate to support future approved and planned growth in the town, and as such to demonstrate good value for money. He has also asked that careful consideration be given to ensure the design and operation of the controlled signal crossings have the necessary capacity and functionality needed for high numbers of school children using this route to safely cross the road.
53. Councillor Reid has expressed reservations about the scheme without the Camrose link road, particularly given the funding uncertainties for providing a link road in the future, should opportunity allow. He similarly expressed concerns that the scheme's capacity improvements must be adequate to accommodate future approved and planned growth in the town.
54. The improved accessibility, highway alignment and widened footways will deliver a positive impact for Hampshire residents. The proposal provides the County Council with an opportunity to capitalise on funding available to provide improve outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points and tactile devices within the push button units to allow visually impaired users to detect when the signal crossing is at green and safe to cross.

## **Statutory Procedures**

55. No further statutory procedures are required to support the revisions to the design.

## **Land Requirements**

56. To deliver the pedestrian and cycle path improvements along the A30 Winchester Road alongside the Brighton Hill retail park and on the Harrow Way there is a requirement for localised land dedications from Basingstoke and Deane Borough Council. Where construction of the new pedestrian and cycleway improvement is constrained by the highway boundary, arrangements are being made to enter into a licence with adjacent landowners for the duration of the scheme construction. Early stage discussions are underway between the relevant parties to secure these outstanding land and licensing requirements and there is a high confidence that these will be successfully concluded in time to meet the schemes programme requirements, and ahead of the tendering and construction stages.

## **Maintenance Implications**

57. The Asset Management team has been consulted on the proposals and are content with the materials specified.
58. Many of the materials that will be used in the construction of the scheme are standard materials used elsewhere on the highway. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team. The detailed design of the scheme is being 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.
59. The exact financial maintenance implications will be available for the March project appraisal.

## **LTP3 Priorities and Policy Objectives**

### **3 Priorities**

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

### **14 Policy Objectives**

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

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

**Other**

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

## REQUIRED CORPORATE AND LEGAL INFORMATION:

### Links to the Strategic Plan

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

### Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
EMET decision report: Basingstoke South West Corridor to Growth – Brighton Hill Roundabout	13 November 2018
EMET decision report: Basingstoke Transport Strategy.	16 July 2019
EMET decision report: Basingstoke Transport Update – Strategy and Issues	13 March 2018
EMET decision report: Thornycroft roundabout	13 November 2018
Hampshire County Council Regulatory 3 planning approval for Camrose Link Road	29 July 2020
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

### Section 100 D - Local Government Act 1972 - background documents

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

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

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

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

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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 Hampshire residents. The proposal provides the County Council with an opportunity to capitalise on funding available to provide improve outcomes for people with disabilities, specifically those who have difficulty in crossing the road due to the absence of at-grade crossings. Enhanced facilities will be provided to assist users with visual disabilities including tactile paving to help guide users at the crossing points and tactile devices within the push button units to allow visually impaired users to detect when the signal crossing is at green and safe to cross.