

Executive Summary

5. Three schemes have been collated to form the Farnborough Growth Package as confirmed in the March 2021 Decision Day Report “Farnborough Growth Package Update including Lynchford Road advance works”, this includes:
 - Lynchford Road Improvement Scheme (Phase 1);
 - Active Travel Fund – Old Lynchford Road; and
 - Blackwater Gold Grid – Alexandra Road.
6. This report sets out the background to the schemes that will deliver a range of benefits to users of the network that include travel time savings and congestion relief to travellers along the Lynchford Road corridor, significant improvement to the walking and cycling network(s) that connects the community to facilities and the local economy, improvements to the public transport network to reduce travel times and provide more reliable travel time information to assist in travel decisions, and asset resilience to manage potential climate change impacts. The package supports established County Council objectives with reductions in carbon emissions, a wider range of access to local business, supporting wellbeing of residents and contributing to a greener and healthier Hampshire.
7. It is recommended that these schemes are delivered as a single contract so that works in the area can be co-ordinated, cost efficiencies can be secured and the impact on residents, business and network users can be minimised. The approach will also allow flexibility in road space booking that supports delivery of the schemes as early as is possible to provide the best opportunity to meet funding agreements from EM3 LEP and DfT across the three elements of the works package.
8. Consultation on all elements of the package was carried out as a single exercise across February/March 2021. The results were supportive of the expected benefits of the scheme(s) to manage environmental impact, improve walking and cycling facilities, and relieve congestion. Minor modifications to the schemes have been made to account for feedback received on parking provision.

A3011 Lynchford Road Improvement Scheme

Contextual Information

9. The A3011 Lynchford Road in Farnborough is a single carriageway road with one lane in each direction, which provides an important strategic and regional link connecting the A331 with the A325, and with key services and businesses in Farnborough town centre including Farnborough Airport and the Farnborough International Exhibition and Conference Centre.
10. In March 2018, the Executive Member for Environment and Transport agreed proposals for a Farnborough Growth Package, which sought to encourage growth and investment by prioritising improvements to Lynchford Road. The improvements would aim to deliver capacity improvements to address existing congestion, and to accommodate forecast future growth in travel demand.

11. The original Farnborough Growth Package business case identified three phases of improvements for Lynchford Road. Available funding was not sufficient to deliver improvements for the whole package within the business case and a phased approach to delivery is therefore necessary. The phasing is as follows:
 - phase 1 works between Peabody Road and Park Road Roundabout (this scheme);
 - phase 2 works west of Park Road Roundabout to St Albans Roundabout (proposed future phase); and
 - phase 3 works between St Albans Roundabout and Queens Avenue Roundabout (proposed future phase).
12. In January 2019, the Executive Member for Environment and Transport agreed a preferred Scheme for Phase 1 to develop a four-lane solution for Lynchford Road, to add capacity on the strategic network and to help reduce through-traffic from the adjacent residential areas, as well as providing an enhanced public realm within the North Camp Village centre.
13. The business case was submitted on 5 March 2019, and on 28 November 2019 the EM3 LEP approved the business case and a funding grant of £6.7million (this includes £0.228 for the Invincible Road scheme that has already been completed).
14. In July 2020, the Executive Member for Environment and Transport gave approval to explore an alternative to the preferred Scheme that might better address concerns raised by the local support groups and retailers, but which would retain the project's aims and continue to offer high value for money.
15. Public consultation on proposals for the revised scheme took place in February 2021, and the feedback was used in developing the finalised design.
16. On 11 March 2021, approval was secured from the Executive Member for Environment and Transport to undertake advanced works including utility diversions, street furniture relocations and vegetation clearance. Although approval was given, these works have been deferred in preference to advancing the design for the scheme and thereby preventing abortive works.
17. During the development of the initial design there was significant local opposition to the road widening of Lynchford Road to two lanes eastbound and one lane westbound between Queens Avenue and St Alban's Roundabouts, as this would require the removal of many mature trees to achieve the road widening.
18. Subsequent re-design of the scheme included limiting the road widening of the eastbound carriageway to be approximately 295m in advance of the St Alban's roundabout providing improved traffic capacity without the need to relocate the Ministry of Defence (MoD) perimeter fencing and removing trees

within the Lille Barracks. The revised traffic modelling showed traffic capacity benefits in line with the business case.

19. The existing boundary fence to the Lille Barracks will be replaced by the MoD prior to April 2022. The fence alignment will remain as existing.
20. The detailed design is complete with exception of the reinstatement detail for the retail forecourts. Over the coming months the detail for forecourt reinstatements will be agreed with adjoining landowners and clarified with the Contractor. The tender and contract will include priced items that capture all elements of the scheme design, including the forecourt reinstatements.
21. The approach to scheme delivery has been developed to account for the challenges in delivery of the scheme primarily associated with management of the road space through North Camp for local needs and strategic access, the need to satisfy funding obligations in the delivery of the adjacent Blackwater Gold and Active Travel Fund schemes, accommodating the utility diversions required in support of the scheme, delivery of a long term solution for drainage/surface water management for Phases 1 and 2 of the Improvement Scheme, and management of access to facilities and businesses.
22. It is not possible to maintain two-way traffic during construction. Therefore, between the Queens Avenue and Park Road roundabouts traffic will be westbound only. A diversion will be put in place for eastbound traffic via the A331 southbound, A323 and A325 Farnborough Road.
 - Phase 1A. Carriageway widening southern side, installation of new surface water carrier drain. Utility diversions. Signalise pedestrian crossing upgraded to toucan southern side. Parking bays remain open.
 - Phase 1B. Carriageway widening northern side, installation and connection of eastbound gullies to carrier drain. Upgrading signalised crossing to toucan northern side. Parking bays remain open.
 - Phase 1C. Footway and cycle path including surface water drainage gullies and connections. Utility diversions northern side. Tree pits
Reinstatement of forecourts.
 - Phase 1D. Resurfacing Lynchford Road between Peabody and Park Road Roundabout.
23. Prior to commencement of the scheme a secured site compound will be constructed off Queens Avenue with vehicular access from the mini roundabout junction with Queens Avenue and Redvers Buller Road. The site compound is permitted development by Hampshire County Council as highway authority on land that is outside but adjoining the highway and for the improvement of the highway. Upon completion of the highway improvements the site compound will be removed and ground reinstated to the satisfaction of the landowner, in this case the MoD.

Finance

24. £6.472million EM3 LEP grant funding is available for the scheme (with further £0.228million of EM3 LEP that have been already allocated and spent on the Invincible Road scheme as part of the package), matched by £1.5million of local contributions. This funding is not sufficient to deliver improvements along the whole length of Lynchford Road and a phased approach to delivery is necessary, with Phase 1 of the main works only be progressed. The County Council will endeavour to secure funding to deliver the further phases of improvements for Lynchford Road through working with the EM3 LEP and other funding bodies. Future phases are unfunded and deferred at present but will be subject to public consultation if funding is identified.
25. The current budget allocation is £7.972million and the estimate is based on a detailed preliminary design rather than a finalised design and pre-tender estimate.
26. There is significant uncertainty with respect to costs at present with increases being seen across the sector. Factors include material shortages; rising fuel costs and labour costs. The regional market has also seen high volumes of infrastructure schemes seeking to be delivered to similar timescales, and other national issues such as driver shortages have impacted the sector post-Covid. Evidence has been seen through tendering of other County Council projects of increasing costs due to market forces which are likely to impact on this scheme, and in such an uncertain market, accurate scheme costs are difficult to predict.
27. To avoid further delay; to minimise slippage against EM3 LEP funding conditions and to obtain certainty of cost, it is recommended that the tender package for the works be issued in line with the current programme. This report does not seek to increase the scheme budget. If it is established after tender return that a budgetary increase is required, approval for variation will be sought through the normal processes, which would provide another opportunity to consider value for money and ultimately decide whether to proceed with the scheme.

28	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1.371	17.2	EM3 LEP Grant	6,472
	Client Fee	0.164	2	Developer contribution	1,500
	Supervision	0.205	2.6		
	Construction	6.232	78.2		
	Land				
	Total	<u>7,972</u>	<u>100</u>	Total	<u>7,972</u>

29.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	8	0.008
	Capital Charge	767	0.505

Programme

30. The proposals for the Lynchford Road improvements form part of the County Council's 2021/22 and 2022/23 Capital Programme.

	Gateway Stage			
	3 (PA)	Start on site	End on site	4
Date (dd/mm/yy)	Nov 2021	May 2022	June 2023	June 2024

Scheme Details

31. The details of the proposed improvements are included in Appendix I and cover:

- the widening of the A3011 Lynchford Road eastbound approach to the St Albans Roundabout to increase traffic capacity and provide new pedestrian and cycle facilities;
- upgrade of the existing signalised pedestrian crossing across the A3011 Lynchford Road near Artillery Road to a Toucan crossing, for the use of both pedestrians and cyclists;
- replacement of existing vehicle laybys with 18 number new 2.7m wide laybys and tree pits. There will be no change to the existing parking restrictions on Lynchford Rd, these being Mon-Sat 8am – 6pm Parking limited to 20 mins, no return within 1 hour. Within the parking bays there is a dedicated bay for motorcycle parking included at the request of local businesses following the consultation in early 2021;
- new drainage with larger capacity to future proof later phases of improvements to Lynchford Road west of Peabody Road;
- a new 3.0m wide two-way segregated cycle track and 2.0m wide footway over 360m between the Lynchford Road junction with Peabody Road car park through to the new Toucan crossing for Artillery and Old Lynchford Road;

- the existing street lighting will be renewed and replaced to an improved standard using LED lamps to provide greater energy efficiency and reduced requirement for routine maintenance;
 - the Stagecoach bus stop for Morris Road on Lynchford Road will be removed. This allows delivery of the active travel measures to the latest design standards set out in LTN 1/20. There is no impact on bus access as this stop is only serviced by a low frequency service that can be accessed by closely adjacent stops and simplifies the route as there is not a stop in the opposite direction of travel; and
 - within the extents of the site, the road will be resurfaced and new road markings added.
32. The new cycle infrastructure, including cycle priority crossings and an uncontrolled pedestrian crossing across Peabody Road and Morris Road, have been designed in accordance with the Department for Transport Local Transport Note 1/20 guidance for local authorities on designing high-quality, cycle infrastructure.

Consultation and Equalities

33. The Lynchford Road scheme was first consulted on in 2018 with a subsequent approval to progress with traffic capacity improvements between St Albans and Park Road roundabouts to include road widening to four lanes and pedestrian and cycle route.
34. As a result of stakeholder engagement and changes to government guidance for walking and cycling infrastructure and climate change targets, the design for Lynchford Road was amended to reduce its environmental impact, comply with new guidance and maintain the benefits associated with the scheme previously approved.
35. An online public engagement event was held during February and March 2021 for the North Camp Accessibility Package, which included the scheme being proposed for construction. A total of 480 responses were received on the Lynchford Road elements of the scheme demonstrating a wide range of support for the scheme. This includes the following headline responses:
- 60% agreement for the scheme with 30% of total respondents supporting all aspects and the same proportion in support of some aspects;
 - 74% agreed with maintaining parking for accessing local business;
 - 66% supported the two-way cycle path; and
 - 84% of respondents supported the approach to retain the existing trees and ecology.

Whilst the response was broadly positive, 24% of respondents were not in support of the scheme and representations were made on issues related to parking for cars and motorcycles in support of local businesses.

36. Councillor Chadd, the local County Council member for Farnborough North, has been briefed on the scheme for Lynchford Road and is supportive of the scheme with one reservation concerning the tree pits placed within the highway, which Cllr Chadd considers will reduce the number of parking spaces along Lynchford Road. The revised design has been subject to extensive local consultation and retention of existing trees and planting of additional highway trees were seen as important considerations in the responses received.
37. No other local member comments have been received.
38. During the development of the design local retail business were engaged and discussions are ongoing to agree the materials and reinstatement in front of business forecourts. Once agreed, these works will be constructed as Phase 1c of the contract.
39. An equalities impact assessment has been undertaken on the scheme proposals and it has been found overall to have a neutral impact on people with protected characteristics. A positive impact for some people with protected characteristics will be experienced with improved access to local shops, employment and social activity. The scheme provides the County Council with an opportunity to capitalise on government funding available to reduce traffic congestion and improve the reliability of journey times through North Camp. The improved cycle and pedestrian infrastructure will deliver a positive impact for Hampshire residents and choices for active travel that benefit health and wellbeing. The new tactile paving on the approaches to the minor road crossings will assist users with visual disabilities identify crossing points. On-street parking within the new laybys on Lynchford Road will remain for vehicle access to local residential and commercial business. The changes to public transport infrastructure will not negatively impact on people with protected characteristics.

Climate Change Impact Assessments

40. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
41. The Adaptation Project Screening Tool has assessed the scheme as somewhat vulnerable to exposure to severe weather and to extreme heat events but no more so than any other highway asset within the county. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.

42. During extreme periods of wet weather there is potential for localised surface water flooding within road channels. The drainage has been designed to withstand a 1:100-year storm plus 40% for both Phases 1 and 2 of the overall Lynchford Road Improvement scheme.
43. During prolonged periods of high temperatures some trees may be susceptible to drought. The tree pits will utilise rainwater runoff from nearby building roofs that currently overflow onto the highway. Any tree loss within the scheme's 5 year establishment period will be replaced
44. The scheme supports three strategic priorities as follows: Hampshire maintains strong and resilient economic growth and prosperity; People in Hampshire live safe, healthy and independent lives; People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the scheme enabling a modal shift toward sustainable transport options and also to active travel for local journeys, bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.
45. The scheme improvements will deliver journey time savings and reduced traffic congestion which in turn will reduce fuel consumption and CO2 emissions.

Ecology

46. The County Council has undertaken a number of environmental assessments as part of the Environmental Impact Assessment (EIA) screening work to identify the environmental impacts of the Scheme. An EIA screening opinion was sought from the original 2019 design from Local Planning Authority under the provisions of the EIA Regulations (Regulation 6) on the need for EIA. The EIA Screening request for the scheme was submitted in 2019 and an opinion (SCR/2019/0356) received from the County Council's planning team that the scheme was not an EIA development under the Town & Country Planning Regulations 2017.
47. The proposed scheme design has been reviewed and confirmed that there is no anticipated significant impact to the Environment.
48. There will be a temporary impact to arboriculture and landscape due to the low number of tree removal, limited to 26 smaller trees from the woodland, mainly forestry type plantation which would have a minor adverse effect. However, this has been greatly reduced compared to the previous 2019 design. The replacement tree planting will take at least 30 years to reach similar stature as trees to be removed. It is anticipated replacement trees numbers will be approximately 25-30 with the majority plant outside of the scheme within Farnborough and planting within the scheme of 11 new tree pits.

Blackwater Valley Gold Grid: Alexandra Road

Contextual Information

49. The Blackwater Valley Gold Grid is a project to deliver improved infrastructure to support public transport within the Blackwater Valley and in particular, Stagecoach's high frequency Gold Route One, which links Aldershot, Farnborough and Camberley via a 24-hour bus service. A key ambition of Hampshire County Council and the Enterprise M3 Local Economic Partnership (EM3 LEP) is to enhance public transport connectivity in this area by reducing journey time delay on the strategic road network.
50. A Decision Paper was presented to the Executive Member for Environment and Transport decision day in November 2017, which provided full background information on the Farnborough Growth Package and Blackwater Valley Gold Grid projects. Approval was secured to undertake a detailed public and stakeholder consultation on the Farnborough Growth Package. The consultation explained the need to invest in transport in Farnborough and presented a range of "in principle" transport interventions. A subsequent decision report was presented to the Executive Member in March 2018 with the outcome of the consultation, and the recommendation to proceed with design work for improvements to the Gold Route was approved. A Business Case was submitted to the EM3 LEP in May 2020, identifying specific interventions to reduce peak-time delay on the Gold Grid service and enhance the public transport offering in this area, which was subsequently awarded grant funding under an agreement signed in March 2021.
51. The Gold Grid project has three main components.
- Component 1: New bus lane along Alexandra Road to reduce congestion related delay for bus services
 - Component 2: Implementation of improved intelligent transport systems on the Blackwater Valley Gold Grid to provide bus priority through signal junctions to minimise delay to bus services.
 - Component 3: Provision of Real Time Passenger Information at bus stops along Gold Route One to enhance the passenger service.

Scheme Details

Component 1 – Physical Bus Priority Measures at Alexandra Road, North Camp

52. The proposed scheme is the introduction of a bus lane on Alexandra Road in North Camp, on the southbound approach to St. Albans roundabout, to allow buses to bypass queuing traffic at St Albans roundabout (the junction of Alexandra Road with the A3011 Lynchford Road). Details for the scheme are

shown in Appendix II. The bus lane would replace existing formal on-street parking on the east side of Alexandra Road, over a length of approximately 150m, resulting in the loss of approximately 13 on-street parking spaces (adequate on-street parking exists on the west side of Alexandra Road and will remain). The scheme proposals include full width carriageway resurfacing, a new kerbed build out section at the existing northbound bus stop for improved bus accessibility, and various minor adjustments to kerbing and pedestrian facilities on the affected length of road.

53. It is proposed to provide a new parallel crossing at the south end of Alexandra Road, to allow pedestrians and cyclists to cross in an east-west direction at the St. Albans Roundabout. This new crossing facility would provide route continuity with the cycle corridor proposals on the Lynchford Road major scheme and the Lynchford Road Active Travel Fund Tranche 2 scheme.
54. There are five highway trees that need to be removed at St. Alban's Roundabout, to ensure the safety of pedestrians and cyclists using the new parallel crossing on Alexandra Road. In addition, a small section of highway fencing needs to be replaced with screening shrubs to improve visibility to this crossing point. Pruning of highway trees on the east side of Alexandra Road would also be required to accommodate the additional height of buses within the proposed new bus lane.
55. Replacement planting of at least the equivalent number for all trees lost as part of the scheme will be included within the mitigation planting programme associated with the wider package of works in North Camp.

Component 2 – Bus Priority Technology

56. The Gold Grid scheme is to implement new traffic signal-based bus priority technology on the Route One service, using architecture which has potential for a more widespread rollout throughout Hampshire. This will replace the existing first-generation technology which used 'unintelligent' tags fitted to buses on Route One. The new technology architecture will provide a communication link between the bus operator's Real Time Information System and the Highway Authority's Urban Traffic Management Control system. This will enable virtual trigger points to be used to provide priority for buses as they approach traffic signals based on their punctuality and route. Some hardware and communication link upgrades will be needed at individual signal junctions along the Gold Route One.

Component 3 – Real Time Passenger Information (RTPI)

57. Timely and accessible public transport information is key towards removing barriers that prevent members of the community using bus services. RTPI displays will show live bus departure information and service updates, so bus users are kept informed and assured about their bus service. The Gold Grid scheme will provide Real Time Passenger Information (RTPI) at 31 bus stops along Route One. The RTPI displays will be integrated into new bus

stop flags and utilise low power battery display technology, removing the need for a separate power and feeder pillar. This will ensure efficient delivery within project timescales.

58. The supply, installation, commissioning and maintenance of RTPI Bus Stop Flags will be procured through the County Councils RTPI Framework awarded in October 2021 and will be managed by Integrated Transport's Passenger Transport Group.

Finance

Estimates	£'000	% of total Funds Available	£'000
Design and Supervision	293	23 EM3 LGF	1,280
Construction	915	26	
Client Fee	72	6	
		45	
Total:	<u>1,280</u>	<u>100</u>	<u> </u>

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	5	0.005
Capital Charge	123	0.081

Programme

	Gateway Stage			
	3 (PA)	Start on site	End on site	4
Date (dd/mm/yy)	Nov 2021	August 2022	December 2022	December 2023

Consultation and Equalities

59. Councillors Jackman and Chadd, the local County Council Members have been briefed on the wider package of proposals for the North Camp area and are supportive of the schemes.
60. Hampshire County Council previously undertook a public and stakeholder consultation on the Blackwater Valley Gold Grid proposals, during an event running from November 2017 to January 2018. Results from the consultation showed that the vast majority of people were either in favour or maybe in favour of enhancements to Stagecoach Gold Route One (83%).
61. A community consultation exercise was undertaken from 1st February to 5th March 2021. The consultation covered a number of proposals for the North Camp area, including the Lynchford Road major scheme; Alexandra Road Gold Grid; North Camp Low Traffic Neighbourhood, Active Travel Schemes for Old Lynchford Road and Camp Road. The consultation exercise was therefore packaged under the banner of the North Camp Accessibility package.
62. During the 2021 consultation, 562 responses were received in total and 217 related to the Alexandra Road Bus Priority scheme.
 - over half of respondents agreed with the scheme or agreed with at least some aspects of the scheme (59%);
 - there was strong support for the introduction of real time passenger information boards (73% agreed);
 - 48% of respondents agreed with the southbound bus lane scheme;
 - public transport users, respondents aged under 16 and those that travel for education are more in favour of the bus lane than other demographic groups (69%, 59% and 57% agreement respectively);
 - just under a quarter of all respondents (24%) do not agree with any aspects of the scheme;
 - key concerns with the scheme are the loss of parking spaces and the subsequent impact on local businesses, and perceptions of negative environmental impacts and traffic flow problems elsewhere that are either created or not solved by this scheme; and
 - the biggest positive impact of the scheme that respondents mentioned was perceived improvements to traffic flow, including less congestion, faster links and increased bus use.
63. The bus company (Stagecoach) is supportive of the Gold Grid proposals and has invested in new buses for the route.
64. An equalities impact assessment has been undertaken on the scheme proposals and it has been found to have a neutral impact on people with protected characteristics. The improved bus facilities will deliver a positive impact for the public transport offering in the area and the customer experience, while the new parallel crossing point will provide improved facilities for active travel modes, to the benefit of health and wellbeing. The

scheme has been assessed as having a neutral impact on people with protected characteristics, though enhanced facilities will be provided to assist users with disabilities. Some on-street parking will remain within Alexandra Road and there are various alternative car parks in the area. However, the scheme may negatively affect accessibility for some users to some extent.

65. Public communications will be undertaken in advance of delivery to provide information on the scheme proposals to stakeholders and the local community. Additional engagement with local businesses is also ongoing to identify their specific access requirements during the construction phase.

Climate Change Impact Assessments

66. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
67. The Adaptation Project Screening Tool has assessed the scheme as having medium vulnerability to severe weather, namely extreme heat and rainfall events. However, the scheme is not considered to be any more vulnerable to climate change than any other highway asset within the County, as materials used are standard highway materials and furthermore, the scheme does not significantly modify the existing highway construction or materials in Alexandra Road and there is no history of specific existing issues.
68. The scheme has been assessed using the carbon mitigation tool. Carbon emissions from this project arise from embodied carbon emissions emanating from the construction process and manufacture of materials. On completion, the scheme will reduce journey time delay and congestion for public transport modes, thereby improving the public transport customer experience and encouraging an increased long-term uptake of sustainable transport options. This will reduce the number of motor vehicle trips on the local road network and in turn deliver benefits from reduced congestion and associated carbon emissions. The scheme is therefore expected to deliver a net reduction in carbon emissions in the long-term.
69. The scheme supports three strategic priorities as follows: Hampshire maintains strong and resilient economic **growth** and prosperity; People in Hampshire live safe, healthy and independent lives; People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the scheme enabling a modal shift toward sustainable transport options and also to active travel for local journeys, bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.

Lynchford Road Active Travel Fund Tranche 2

Contextual Information

70. The significant rise in walking and cycling trips seen during the Covid-19 lockdown demonstrated there is considerable potential for an increase in the use of active travel modes across Hampshire. Sustaining this increase and enabling growth in active travel to become a long-term trend is crucial for Hampshire County Council in addressing its climate change and public health commitments. Significant shifts in travel behaviours are required given high levels of car use and ownership in the County.
71. Hampshire County Council has secured funding from a bid to the Department for Transport's Active Travel Fund, to be used to provide a range of measures to create better spaces for walking and cycling in local communities across the County. In the North Camp area of Farnborough, there is the opportunity to complete a strategic cycle link adjacent to the Lynchford Road corridor, which will connect North Camp Station in the east with Farnborough Business Park / Airport to the west and the main shopping area in North Camp (that being Camp Road). This is a key link in one of the most densely populated areas of the County, connecting the local community and retail centres as well as providing a safer route to the secondary school and nearby train station.
72. A temporary Tranche 1 Active Travel Fund scheme was introduced on Lynchford Road between St Alban's Roundabout and Camp Road, primarily as a response to the Covid-19 pandemic and to create space to support social distancing and economic activity. Introduction of the Tranche 1 scheme provided an opportunity to observe and consider the effect of altering road space in the longer term to encourage walking and cycling, which has shaped the proposed Tranche 2 scheme. Community consultation was undertaken on the Tranche 2 proposals, and the feedback from this was considered by the Executive Member for Highways Operations at Decision Day in July 2021, where approval was given to progress with detailed design.

Scheme Details

73. The scheme, as shown in Appendix III, is located on Lynchford Road between the Peabody Road car park access in the east and the junction with St Albans Roundabout in the west (the extent hereafter referred to as Old Lynchford Road). The scheme will link directly into the cycle routes that will be provided through the Lynchford Road major scheme and the Alexandra Road element of the Blackwater Valley Gold Grid project. The cycle track aims to provide high quality cycle routes that will be safe and attractive to use and segregate cyclists from other modes.
74. The proposed scheme will deliver a segregated cycle route, approximately 275m in length, along the northern side of Old Lynchford Road, adjacent to the existing footway. The majority of the cycle route is on-carriageway, in an area of road space which is currently formal on-street parking. At each end

of Old Lynchford Road, there are sections of off-carriageway cycle route, segregated from the existing footway, where the scheme transitions into the other pedestrian and cycle improvement measures being developed under the adjacent scheme proposals. Mid-way along the length of Old Lynchford Road, the cycle route crosses the Camp Road junction, where a cycle priority crossing is proposed. The on-carriageway sections will be segregated from motor traffic on carriageway by cycle lane defenders/wands. Various improvements to pedestrian crossing facilities throughout the scheme are also proposed.

75. The additional road width required to create a new cycle facility requires a reduction in the total length of on-street parking bays, taxi ranks and loading bays on Old Lynchford Road. Approximately 15 on-street parking spaces would be lost as a result of the changes, along with a reduction in carriageway space dedicated to taxis and loading bays. The location/layout of the remaining parking/loading/waiting bays will be revised to meet the scheme objectives while minimising the net loss of on-street parking/waiting within the new road layout.
76. To redistribute road space to provide additional width for cycle facilities and also to reduce the dominance of vehicle traffic in this section of road, the proposal is to close the entry into Old Lynchford Road from St. Albans roundabout (including lane/lining/signage modifications on the roundabout carriageway) and reduce Old Lynchford Road to one-way traffic flow in a westbound direction.
77. To mitigate the impact of the road closure on access to Old Lynchford Road and to minimise traffic displacement elsewhere in North Camp, a new left-turn-in junction from the A3011 into the eastern end of Old Lynchford Road will be created, making use of the existing turning head to minimise the amount of new carriageway construction required. A new loading bay will be created on the A3011 to the east of the new junction for servicing nearby premises and the existing access to the Peabody Road car park will be closed (with the existing primary access to the car park being via Peabody Road). Some utility diversions will be required for construction of the new junction. Carriageway resurfacing will be required at the eastern end of the road at the new junction and is also proposed at various locations along Old Lynchford Road to repair the existing road surface.
78. Public realm enhancements will be delivered at either end of the scheme with provision of areas of open space in the form of grass verges in locations which previously were carriageway areas to the east of the new left-turn-in junction, and around the closed access to Old Lynchford Road off St. Albans Roundabout. The creation of the new left-turn-in junction and loading bay on the A3011 will require the removal of a total of 5 highway trees. The tree loss will be mitigated with replacement planting of 5 new trees in a nearby location, within the open space that would be created at the eastern end of the scheme.

Finance

79. The scheme is funded from Tranche 2 of the DfT Active Travel Fund to the value of £307,000. Following continuation of design work, the scheme cost estimate has increased to £676,000, for three primary reasons. Firstly, the ATF Tranche 2 scheme within the original funding bid to DfT proposed the re-use of some temporary materials rather than the use of permanent solutions, for example the proposed use of timber planters to close the vehicle access from St. Albans Roundabout. This was on the assumption that these temporary materials would already be in place as part of an ATF Tranche 1 'enhanced' temporary scheme. However, the 'enhanced' Tranche 1 scheme was not progressed and the materials are therefore not available for re-use. On this basis, the Tranche 2 scheme has been revised to use a permanent solution, which increases initial construction cost but will maximise long-term benefits and reduce future maintenance costs. Secondly, the scheme proposals have been revised since the original bid to include the left-turn-in junction between A3011 Lynchford Road and the eastern end of Old Lynchford Road. This junction will provide better accessibility to Old Lynchford Road and will reduce traffic displacement on Queens Road and Camp Road associated with the change to one-way traffic on Old Lynchford Road. Thirdly, the pedestrian and cycle facility proposals in the original ATF Tranche 2 bid have been improved to be consistent in nature with the premium walking and cycling facilities planned for the adjacent Lynchford Road scheme, so as to deliver a consistent and integrated facility across all schemes parcels within this package.
80. The funding shortfall will in part be covered by reallocation of funds from the adjacent ATF Tranche 2 scheme in development at Camp Road, North Camp, as the current cost estimate for Camp Road is less than the allocated budget. The shortfall will also be partially covered by the construction cost efficiencies expected to be made by delivering various schemes in this area under a single contract, which will result in an overall reduction in costs in items such as preliminaries, traffic management, supervision, etc. Any remaining shortfall will be covered by additional Active Travel Fund.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	140	21	ATF T2	676
Client Fee	21	3		
Construction	515	76		
Total	<u>676</u>	<u>100</u>	Total	<u>676</u>

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in current expenditure	5	0.005
Capital Charge	65	0.0430

Programme

	Gateway Stage			
	3 (PA)	Start on site	End on site	4
Date (dd/mm/yy)	November 2021	August 2022	January 2023	January 2024

Consultation and Equalities

81. Councillors Jackman and Chadd, the local County Council Members have been briefed on the wider package of proposals for the North Camp area and are supportive of the schemes.
82. A community consultation exercise was undertaken from 1st February to 5th March 2021. The consultation covered a number of proposals for the North Camp area, including the Lynchford Road major scheme; Alexandra Road Gold Grid; North Camp Low Traffic Neighbourhood, Active Travel Schemes for Old Lynchford Road and Camp Road. The consultation exercise was therefore packaged under the banner of the North Camp Accessibility package.
83. The consultation exercise took place while a Tranche 1 ATF scheme was in place in Old Lynchford Road. The Tranche 1 scheme included a temporary closure into Old Lynchford Road from St. Albans Roundabout and the temporary loss of the north side parking bays to support pedestrians social distancing requirements. The feedback from the public during consultation was therefore based on real-world experiences of similar temporary changes that were in place in the road. It should be noted that some of the commercial properties on Old Lynchford Road perceived the loss of on-street parking and the closure of the St. Alban's roundabout access during the Tranche 1 ATF temporary scheme as having a negative impact on businesses. Unlike the Tranche 1 temporary scheme, the Tranche 2 ATF scheme includes a new access into the road at the eastern end and improved arrangements for car-parking, taxis and loading. The design and layout of the Tranche 2 scheme has been developed in response to feedback received from the public, the Borough Council and local community groups.

84. With due consideration of the consultation feedback, and the broader policy position encouraging walking and cycling, the recommendation to develop a detailed design, using measures selected appropriate to available funds, and to progress the scheme to delivery was approved by the Executive Member for Highways Operations at Decision Day on 29 July 2021 following consideration of the report titled 'Active Travel Fund Tranche 2 Programme'.
85. An equalities impact assessment has been undertaken on the scheme proposals and it has been found to have a neutral impact on people with protected characteristics. The improved cycle and pedestrian infrastructure will deliver a positive impact for Hampshire residents. The proposal provides the County Council with an opportunity to capitalise on government funding available to provide choices for active travel that benefit health and wellbeing. The scheme has been assessed as having a neutral impact on people with protected characteristics, though enhanced facilities will be provided to assist users with visual disabilities. Some on-street parking will remain within Old Lynchford Road and there are various alternative car parks near the site, however the reduction in on-street parking space may negatively affect accessibility for some users to some extent.
86. Public communications will be undertaken in advance of delivery to provide information on the scheme proposals to stakeholders and the local community. Additional engagement with local businesses is also ongoing to identify their specific access requirements during the construction phase.

Climate Change Impact Assessments

87. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
88. The Adaptation Project Screening Tool has assessed the scheme as partially vulnerable to severe weather, namely extreme heat and rainfall events. The proposed scheme changes the provision of highway materials, while a new left turn in is provided part of the existing carriageway is rededicated to planting of grass, shrubs and trees to mitigate loss elsewhere, thereby contributing to a general environmental improvement, with a section of softer surface and shade.
89. The scheme has been assessed using the carbon mitigation tool. Carbon emissions from this project arise from embodied carbon emissions emanating from the construction process and manufacture of materials. On completion, the scheme will enable an increase in the use of active travel modes for local journeys. This will reduce the number of motor vehicle trips on the local road network and in turn deliver benefits from reduced congestion and associated carbon emissions. The scheme is therefore expected to deliver a net reduction in carbon emissions in the long-term.

90. The scheme supports three strategic priorities as follows: Hampshire maintains strong and resilient economic growth and prosperity; People in Hampshire live safe, healthy and independent lives; People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the scheme enabling a modal shift toward active travel for local journeys, bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles. Furthermore, the scheme provides public realm improvements in central North Camp and improves accessibility, particularly for those walking and cycling who seek to access local services, amenities and recreation.

Farnborough Growth Package (North Camp) – Supporting Information Statutory Procedures

91. A Traffic Regulation Order will be required for the new bus lane, the proposed changes to parking provision within the scheme package, and for the conversion of Old Lynchford Road to one-way traffic. The Orders will be processed through established procedures and formal arrangements will be made following approval of the recommendations of this report.
92. The new cycle track on Lynchford Road and that linking Alexandra Road to Queens Avenue will be created under the Section 65(1) of the Highways Act 1980.
93. Any minor alternations to the footway will be carried out under powers contained in s66 of the Highways Act 1980.
94. Any necessary removal of trees from within the South Farnborough Conservation Area will require consent from the Rushmoor Borough Council. This is to be progressed, if required, with liaison with the Rushmoor Borough Council conservation officer, following approval of the recommendations in this report.

Land Requirements

95. The scheme will utilise the Lynchford Road major scheme site compound for offices, welfare, and storage.
96. The land is owned by the MoD and is one acre of open amenity grass land. The MoD have agreed Heads of Terms (Subject to Contract) and solicitors have been instructed to complete a licence agreement. Executive Member for Policy and Resources delegated authority for this was secured on 16 September 2021. The construction of the site compound is permitted development under the Schedule 2, Part 9 Class A (development by highways authorities) of the Town and Country Planning (General Permitted Development) (England) Order 2015 on land that is outside but adjoining the highway and for the improvement of the highway. Upon completion of the highway improvements the site compound will be removed and ground reinstated to the satisfaction of the landowner, in this case the MoD.

97. In order to implement the Scheme, there is a requirement to acquire small areas of third-party land for highway purposes on the southern side of the A3011 Lynchford Road alongside the Lille Barracks from two owners, and also to use land dedicated for highway along the shop frontages between Peabody Road and Morris Road.
98. The first owner is the Ministry of Defence (MoD) where there is a requirement to acquire 180m² of land for highway purpose. The land is outside of the Lille Barracks security boundary fence and no longer needed by the MoD and the MoD have requested a land transfer rather than a land dedication. Heads of Terms (Subject to Contract) have been agreed with the MoD and solicitors instructed. The MoD land will be transferred at nil cost.
99. Included within the land transfer from the MoD will be approval for temporary access to approximately 170m² of land to enable access for the workforce and plant to construct the road widening. The details of this agreement were confirmed with the MoD on 20th September 2021.
100. The second owner is Rushmoor Borough Council where there is a requirement for 10m² of land to be dedicated as highway. There is a small section of land between the highway and MoD boundary fence likely to be left over during the formation of Lynchford Road, that should have been transferred to either the MoD or highway authority when the road was constructed. This will be dedicated by Rushmoor Borough Council, and draft Heads of Terms have been circulated for agreement. Delegated Policy and Resources approval for the land dedication will be sought once Heads of Terms are agreed.
101. In addition to the land dedication from the Borough Council, a separate temporary licence for construction may be required for approximately 22m² of land to enable access for the workforce and plant to construct the road widening.
102. The land transfer from the MoD and land dedication from the Borough Council will be completed prior to construction on Lynchford Road. Delegated Policy and Resources approval for the land transfer and licence has been obtained.
103. Details on the treatment of the forecourt area along Lynchford Road between Peabody Road and Morris Road are being confirmed with the landowners, over areas of land for which Hampshire County Council has highway rights. Subject to confirmation, the final details of the design will be progressed to deliver either the scheme as detailed in this report or provide an amended scheme for a shared use path. Any cost variance between segregated or shared use path for Phase 1C is allowed for within the cost estimates and will be confirmed within the contract.

Maintenance Implications

104. Hampshire County Council Asset Management Team has been consulted on the proposals for the package.
105. There will be an increase in the long-term maintenance liability for the Lynchford Road Improvement Scheme due to the carriageway widening, and cycle infrastructure. The surfacing works as part of the scheme will remove the need to do any surface maintenance works in the short and medium term, and with the new drainage system, existing maintenance issues associated with surface water runoff will be remedied. However, offsetting the servicing costs saved by removal of aging highway assets, the net generated increased maintenance has been calculated at approximately £18k per annum and should be considered when setting future annual highway maintenance budgets
106. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing nearby. As part of the processes involved in developing the scheme, internal consultations have taken place with representatives from the Asset Management team, which is content with the materials specified. By using robust materials and redesigning surface levels to maximise re-use of solid foundations, there has been an increase in capital costs for the benefit of reduced future maintenance liabilities.
107. The Blackwater Valley Gold Grid Scheme will have an impact on the maintenance budget in future years, this is expected to be £5,000 per annum for Component 1 (Physical Bus Priority element) and £3,500 per annum for Component 2 (Bus Priority Technology). The ongoing revenue costs for maintaining the RTP1 bus stop flags (Component 3) will be met through the Passenger Transport Group's annual revenue budget.
108. The proposals for the Old Lynchford Road ATF Tranche 2 scheme will have an impact on the maintenance budget in future years. This is expected to be approximately £5,000 per annum.

Departures from Standards

109. Departures from standard are proposed as follows:
 - design of the tree pits and inclusion of linear drainage along the forecourt section of Lynchford Road between Peabody Road and Morris Road;
 - inclusion of extruded kerbs on the southern side of Lynchford Road along the MoD boundary to maintain carriageway width; and
 - a one step departure from standard for a visibility splay for the access/egress arrangement to land to the rear of 151 Lynchford Road.

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.

The improvements to Lynchford Road footway and cycle track complement the investment in walking and cycling part funded by the County and Government Active Travel Funding grant of £3.28million awarded to support a range of measures across Hampshire to create better spaces for walking and cycling in local 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.

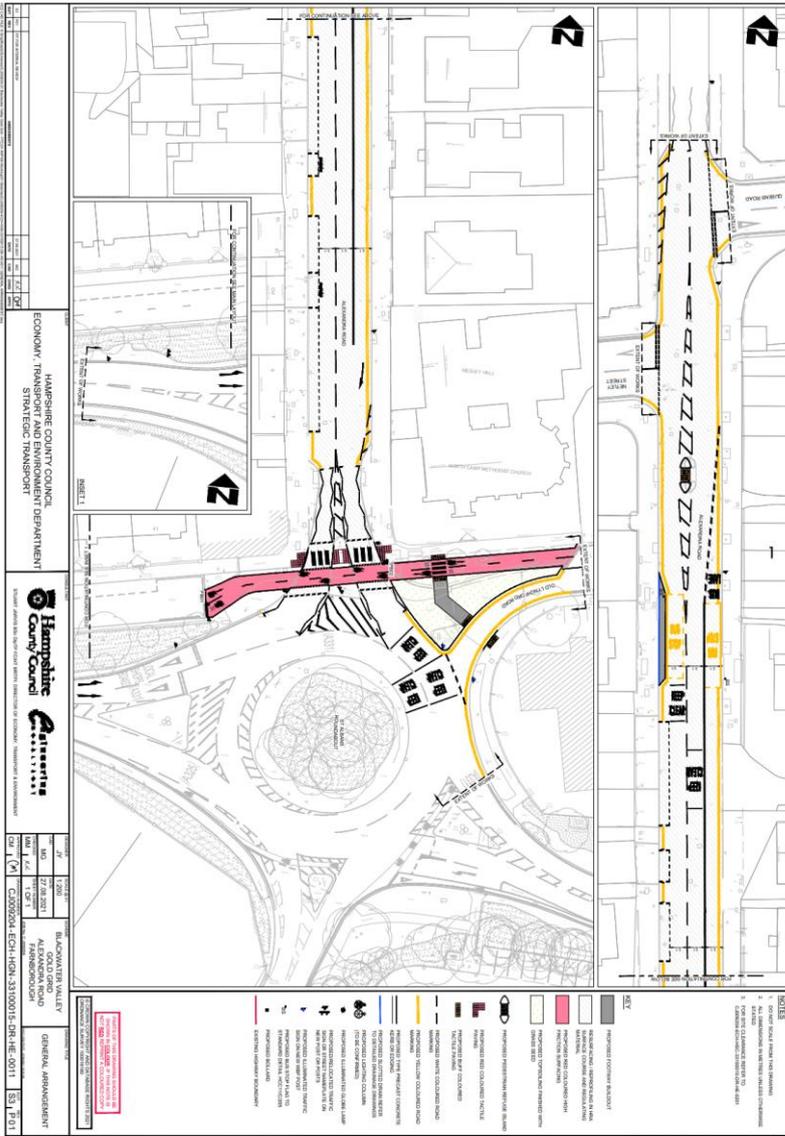
Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant 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 Farnborough growth package North Camp improvement scheme will benefit all transport users by improving traffic capacity, reducing congestion and improving journey time reliability along the Lynchford Road corridor and through Alexandra Road. The scheme will enhance existing and create new facilities for pedestrians and cyclists and will include dedicated bus journey improvements, all of which will be of particular benefit to those more likely to walk, cycle or use public transport, including older and younger people, people with some disabilities, people on lower income, and women. There will be local benefits for those travelling to socialise, shop and to access employment and community services.

Appendix II – Blackwater Gold Grid: Alexandra Road Scheme General Arrangement



HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT



BLACKWATER GOLD GRID
GENERAL ARRANGEMENT
15/10/21

