

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Lead Member for Economy, Transport and Environment
<b>Date:</b>	18 November 2021
<b>Title:</b>	Portsmouth and South-East Hampshire Transforming Cities Fund (TCF): Planning and Land Agreements
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Mark Whitfield

**Tel:** 0370 779 7263

**Email:** mark.whitfield@hants.gov.uk

#### Purpose of this Report

1. The purpose of this report is to:

- provide a progress update on the Portsmouth and South-East Hampshire Transforming Cities Fund (TCF) Programme;
- outline the planning requirements, including the submission of a planning application for Gosport Interchange to enable the delivery of schemes within the Portsmouth and South-East Hampshire TCF Programme;
- provide high-level overview of the land requirements and agreements required to enable delivery of the TCF schemes;
- summarise feedback from the public consultation exercise that has been completed on the Gosport Interchange scheme and outline the programme for consultation on the remaining schemes within the Portsmouth and South-East Hampshire TCF Programme;
- recommend a way forward for the Gosport Interchange Improvement scheme, giving due recognition of the consultation feedback and objectives of the Portsmouth and South-East Hampshire TCF Programme; and
- note that individual Project Appraisals will be undertaken for each scheme, including recommendations on how each scheme in the programme is to be taken forward, having recognised the consultation feedback and associated policy objectives.

## **Recommendations**

2. That the Executive Lead Member for Economy, Transport and Environment approves the schemes within the Portsmouth and South-East Hampshire Transforming Cities Fund (TCF) Programme, including submission of relevant planning applications.
3. That the Executive Lead Member for Economy, Transport and Environment notes the significant progress made on the schemes, and the outcome of the consultation on the Gosport Interchange Improvements scheme.
4. That authority be delegated to the Director of Economy, Transport and Environment to approve the securing of all necessary consents, including the submission of necessary planning applications to facilitate and deliver the Gosport Interchange Improvements and other schemes within the Portsmouth and South-East Hampshire TCF Programme.
5. That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to secure any consents, permissions, rights or easements required to facilitate and enable the Portsmouth and South-East Hampshire TCF Programme to be implemented, subject to the consultation feedback and Project Appraisal outcome.
6. That the Executive Lead Member for Economy, Transport and Environment recommends that the Executive Member for Policy & Resources gives approval to progress all necessary land negotiations, acquisitions, leases, licences and agreements required to facilitate and enable the Portsmouth and South-East Hampshire TCF Programme to be implemented, subject to the consultation feedback and Project Appraisal outcome.

## **Executive Summary**

7. This paper seeks to:
  - provide an update on the progress made on the Portsmouth and South-East Hampshire TCF programme since the award of funding in September 2020 and the most recent Executive Member for Economy, Transport and Environment Decision Day in November 2020;
  - outline the reasons why a planning application is required for the Gosport Interchange Improvements scheme;
  - identify the land agreements relating to the third-party land which will be required to enable delivery of the schemes in the Portsmouth and South-East Hampshire TCF Programme, subject to the outcome of each consultation and PA approval; and
  - present the findings of the public consultation undertaken for the Gosport Interchange Improvements scheme.

## Background

8. The allocation of £56million from the Department for Transport's (DfT) Transforming Cities Fund (TCF) for the Portsmouth area provides for £19.6million investment in Hampshire, in the Boroughs of Fareham, Gosport and Havant. The funding will deliver a range of schemes aimed at improving journey times for bus passengers and providing enhanced facilities for pedestrians and cyclists, including the provision of new bus and taxi facilities at the Gosport Interchange. There is also a focus on Local Access Zones, improving access to town centres from local communities, and multi-modal (bus and cycle) corridors linking the town centres to Portsmouth city centre.
9. In November 2020 these schemes were included in Hampshire's 2020/21 - 2022/23 Capital Programme.

## Transforming Cities Fund Progress Update

10. The Portsmouth and South-East Hampshire TCF Programme consists of the following schemes split between "major" (over £2million) and "named" (under £2million):

### *Major*

- Gosport Interchange Improvements.
- A27 Delme Roundabout to Downend Rd Junction Improvements, Fareham; and
- Elmleigh Road Improvements, Havant.

### *Named*

- Park Road South, Havant.
  - Ladybridge Roundabout Bus Priority Measures, Purbrook.
  - Bedhampton Road, Bedhampton.
  - A27 Pedestrian & Bus Enhancements, Portchester.
  - Leigh Park Bus Stop Improvements, Havant; and
  - Havant Walking & Cycling Improvements.
11. All schemes within the Portsmouth and South-East Hampshire TCF Programme are progressing well through the preliminary and detailed design stages. The project programme indicates that meeting the TCF spend deadline date of March 2023 remains achievable for many of the schemes, with some of the larger schemes currently forecast to be completed after the DfT deadline. The County Council is working to identify efficiencies within the scheme programmes to bring delivery more in line with currently advised deadlines.

12. The DfT is being kept regularly informed with regards to the progress of schemes and the issues that have arisen that could impact upon delivery of the schemes.

### **Planning Requirements**

13. The Gosport Interchange Improvements scheme requires planning consent to be secured to enable it to be delivered, as the provision of a bus station is not considered to be highway works that can be undertaken within permitted development rights.
14. The majority of the land upon which the proposed new bus station will sit is currently adopted public highway, with a small amount of third-party land being acquired to facilitate the proposed development (see Land Requirements section).
15. For the remaining elements of the scheme, the new link across the High Street can be delivered as works by the highway authority within the highway boundary.

### **Land Requirements**

16. The following schemes require third-party land to be secured in order to enable their implementation, with discussions with the current and future landowners underway as outlined below.
17. The land agreements required with respect to each of the schemes within the Portsmouth and South-East Hampshire TCF programme will be subject to the outcome of the associated public consultation events, planning application (in the case of the Gosport Interchange Improvements scheme) and the approval of the relevant scheme Project Appraisal. However, it is recommended that progression of the land elements is approved as part of this report. It is recognised that this will be undertaken 'at risk' pending the outcome of the consultation. This approach is essential to deliver to the approved programme.

#### *Gosport Interchange Improvements*

18. Gosport Borough Council is in the process of acquiring an area of third-party land required to enable delivery of the scheme, with the land acquired to be transferred to Hampshire County Council and subsequently adopted as public highway. A plan showing the area of third-party land being acquired by Gosport Borough Council to assist in delivering the scheme, coloured yellow, can be found in Appendix A of this report.
19. The majority of the land upon which the proposed new bus station will sit is currently adopted public highway, and as a result it will be necessary to extinguish the existing highway rights over this land. This will be progressed using section 247 of the Town and Country Planning Act 1990.

20. The short stay parking element of the scheme is to be provided on a small section of Gosport Borough Council's land that is currently designated as Public Open Space within the Gosport Local Plan. The area of the land required falls below the threshold that would require the provision of alternative land as compensation (Section 19, Acquisition of Land Act 1981). Gosport Borough Council has been advised of its responsibility with regards to extinguishing the Public Open Space rights on the land identified and is currently progressing with this as a key partner for this scheme.
21. The outcome and progress of the land requirements will form an integral part of the Project Appraisal.

*A27 Delme Roundabout to Downend Rd Junction Improvements, Fareham*

22. Third-party land at the entrance to the Cams Hall Estate is to be formally dedicated as public highway, as shown in the plan in Appendix B of this report.
23. An update on this proposed dedication will be provided as part of the Project Appraisal.

*Elmleigh Road Improvements, Havant*

24. An area of land is required from Havant Borough Council to enable the implementation of the proposed scheme. Discussions with the Estates team at Havant Borough Council are ongoing, with agreement reached around the principles of dedication of the necessary land to Hampshire County Council as highway. A plan showing the area of land being dedicated by Havant Borough Council to assist in delivering the scheme can be found in Appendix C of this report.
25. An update on securing the land will be provided as part of the Project Appraisal.

*Park Road South, Havant*

26. A small area of additional land is required for footway widening, which lies outside of the existing highway boundary. The land is currently in the ownership of Hampshire County Council Highways and will be brought into the 'highway boundary' post-construction. A plan showing the area of land to be dedicated as adopted highway can be found in Appendix D of this report.

### **Orders, Notices, Statutory Procedures**

27. To enable the schemes within the Portsmouth and South-East Hampshire TCF programme to be implemented, Traffic Regulation Orders (TROs), Temporary TRO (TTRO) notices, statutory procedures, consents, permissions, rights or easements may be required.

28. Further details with regards to the statutory requirements needed to deliver each individual scheme will be forthcoming within the relevant scheme Project Appraisals.

## **Surveys & Engagement**

29. Key stakeholder engagement including member briefings has commenced on all schemes in the detailed design stage, with wider public engagement either having been completed or being underway on the majority of schemes.
30. The key findings from the Gosport Interchange Improvements scheme consultation are reported below. All other consultation findings will be reported at the relevant scheme Project Appraisal.

### *Gosport Interchange Improvements*

31. Pre-application consultation took place with both Hampshire County Council and Gosport Borough Council Members, as well as key stakeholders, on 6 July 2021, with the principles of the scheme being widely supported by all attendees.
32. As this scheme is the only one within the Portsmouth and South-East Hampshire TCF Programme that requires submission of a planning application, the consultation was undertaken early to enable the findings to be included within the Statement of Community Involvement required to support the planning application, and to enable the scheme to be delivered in line with the deadline set by the DfT.
33. Further to the consultation with members and stakeholders, an online public consultation exercise was held between 8 July and 2 September 2021, with 430 responses received.
34. The key question around the proposed relocation of various elements within the existing interchange in order to facilitate the provision of a new bus station was supported with 49% in favour; 33% against the proposals and the remaining 18% undecided or unsure about the scheme. A summary of the full consultation report can be found in Appendix E.
35. Giving due consideration to the outcomes of the public consultation it is recommended that the scheme has sufficient public support to enable it to be progressed further through the submission of a planning application.

## **Finance**

36. The overall 'funding envelope' for the Portsmouth and South-East Hampshire TCF programme is £21,793,813 which is predominantly from the DfT grant following the successful funding bid. This is combined with

additional funding from District Council partners and developer contributions to enable the delivery of the overall programme.

<b>Funding Source</b>	<b>Value</b>
<b>TCF Funding</b>	£19,138,813
<b>District Funding</b>	£1,219,000
<b>S106</b>	£836,000
<b>Safer Roads Funding</b>	£600,000
<b>Total</b>	<b>£21,793,813</b>

37. Schemes are progressing within this overall 'funding envelope' but there has been some variance between individual scheme allocations as designs have been developed. Further variance may also be warranted as design modifications arise following consultation. Variances will be reported to the Executive Member and the Department for Transport via the appropriate channels.

### **Equalities Impact Assessment**

38. The decision relates to schemes that have received funding and are progressing through the detailed design stage. As a result, it is deemed that these schemes do not have an impact on residents at this stage, so are considered to have a neutral impact on groups with protected characteristics. Full Equalities Impact Assessments for individual schemes will be carried out at Project Appraisal.

### **Climate Change Impact Assessments**

39. 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.
40. Climate Change Impact Assessments will be undertaken for individual schemes at the appropriate phase of the project lifecycle and reported in the associated scheme Project Appraisal Reports.
41. The Portsmouth and South-East Hampshire TCF Programme is based around the objectives of improving access to town centres from local communities and to encourage an increase in journeys made by low-carbon and sustainable modes of transport. On this basis, it is anticipated that the programme of schemes being brought forward will deliver positive benefits in terms of assisting Hampshire County Council to meet its climate change objectives.

### **Climate Change Adaptation**

42. Climate Change Adaptation Assessments will be undertaken for individual schemes at the appropriate phase of the project lifecycle and reported in the associated scheme Project Appraisal Reports.

### **Carbon Mitigation**

43. Carbon Mitigation Assessments will be undertaken for individual schemes at the appropriate phase of the project lifecycle and reported in the associated scheme Project Appraisal Reports.

## **LTP3 Priorities and Policy Objectives**

### **3 Priorities**

- To support economic growth by ensuring the safety, soundness and efficiency of the transport 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**

- Work with operators to grow bus travel and remove barriers to access
- Improve co-ordination and integration between travel modes through interchange improvements
- Improve air quality
- 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

### **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**

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

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> Transforming Cities Fund	<u>Date</u> 19/11/2020
<b>Direct links to specific legislation or Government Directives</b>	
<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 decision relates to schemes that have received funding and are progressing through the detailed design stage. As a result, it is deemed that these schemes do not have an impact on residents at this stage, so are considered to have a neutral impact on groups with protected characteristics. Full Equalities Impact Assessments for individual schemes will be carried out at Project Appraisal.

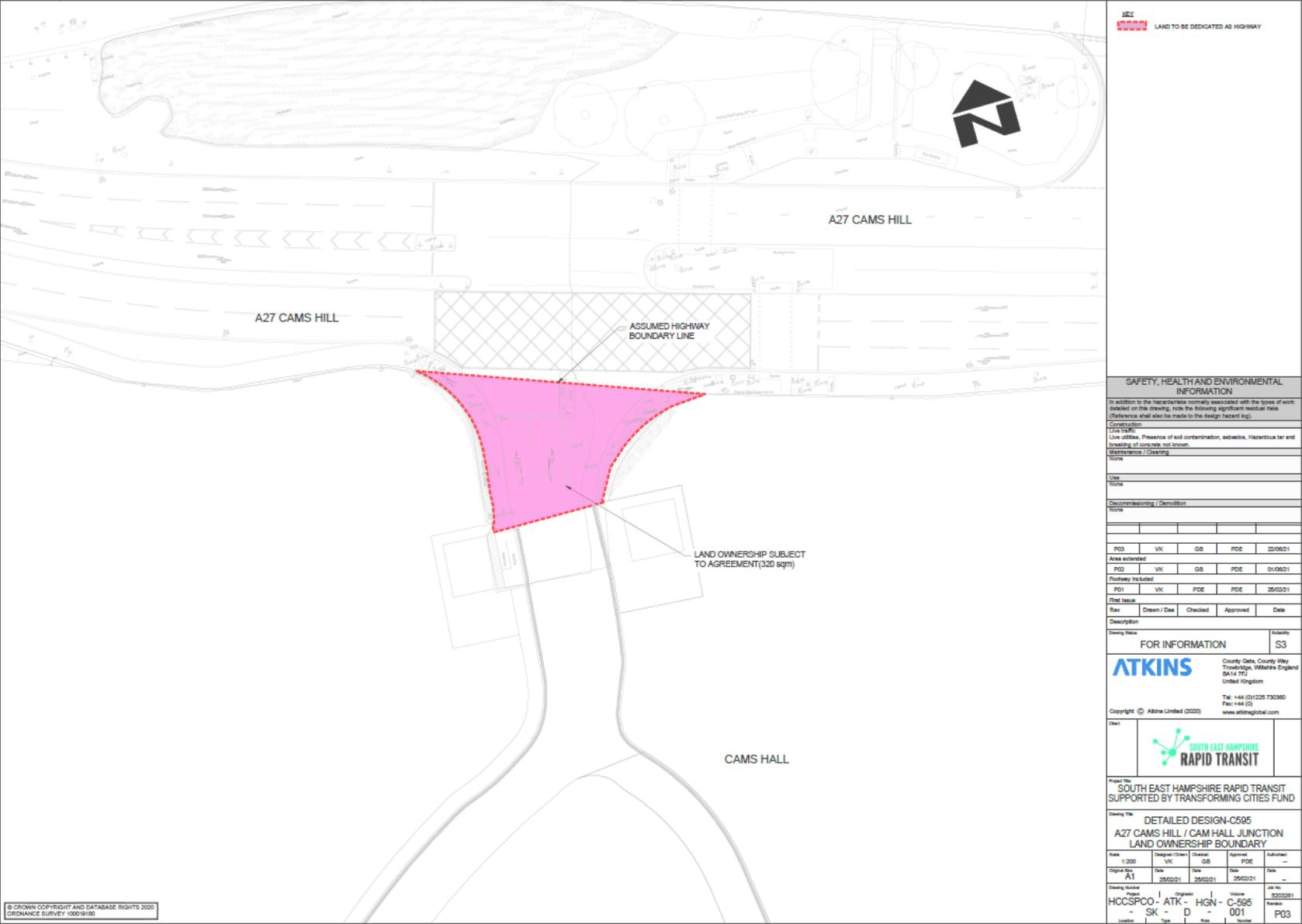
# Appendix A

## Gosport Interchange Improvements - Land Requirements Plan



# Appendix B

## A27 Delme Roundabout to Downend Rd Junction Improvements, Fareham - Land Requirements Plan



**KEY**  
 LAND TO BE DEDICATED AS HIGHWAY

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the design hazard log).  
**Construction**  
 Live traffic, Presence of soil contamination, asbestos, Hazardous tar and breakings of concrete and stone.  
**Maintenance / Clearing**  
 None

**FOR INFORMATION**

**ATKINS** County Gate, County Way  
 Totton, Wiltshire England  
 BA14 7FJ  
 United Kingdom  
 Tel: +44 (0)1225 730300  
 Fax: +44 (0)  
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**SOUTH EAST HAMPSHIRE RAPID TRANSIT**

Project Title: SOUTH EAST HAMPSHIRE RAPID TRANSIT SUPPORTED BY TRANSFORMING CITIES FUND

Drawing Title: DETAILED DESIGN-C595  
 A27 CAMS HILL / CAM HALL JUNCTION  
 LAND OWNERSHIP BOUNDARY

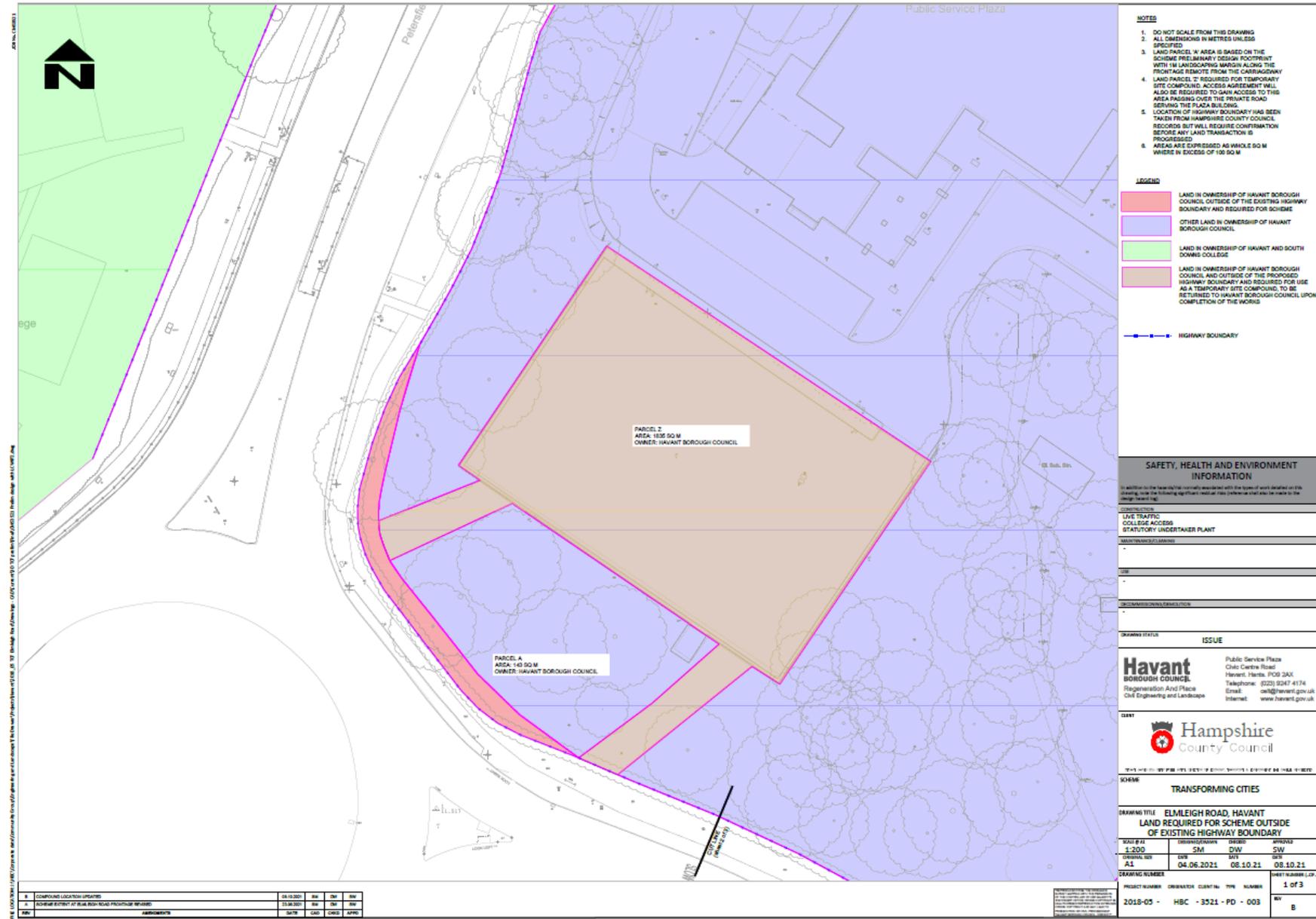
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Design No.	A1	Design	25/02/21	Issue	25/02/21	Author	-

Drawing Number	HCCSPCO - ATK - HGN - C-595	Project	52223591
Location	- SK - D - 001	Issue	001
Location	-	Issue	P03

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# Appendix C

## Elmleigh Road Improvements, Havant - Land Requirements Plan

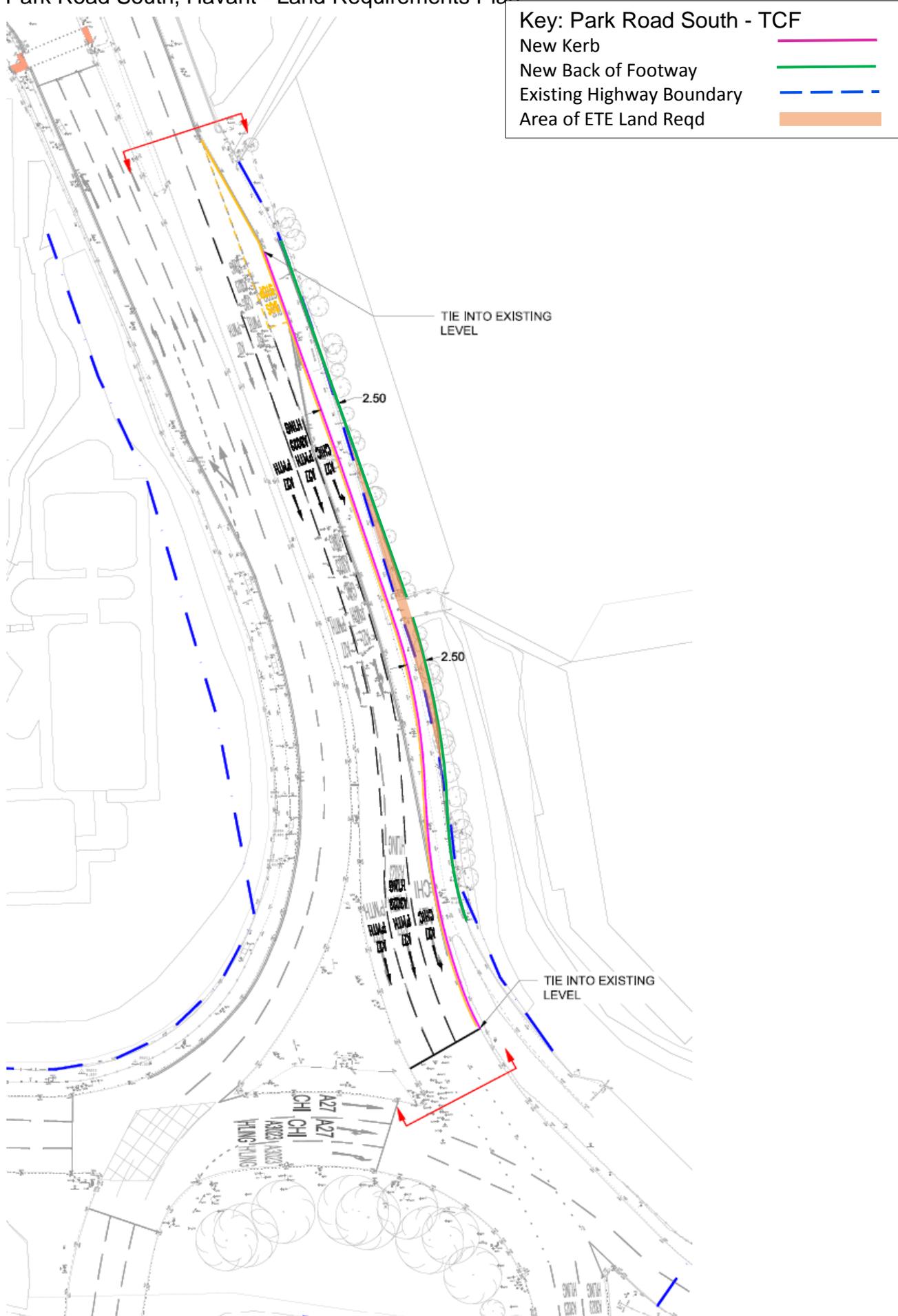






# Appendix D

## Park Road South, Havant - Land Requirements Plan



## Appendix E

### Gosport Interchange Improvements - Public Consultation Summary

## Key findings

- Satisfaction with the current facilities at Gosport Bus Station was fairly low, pointing to desire among respondents to see improvements.
  - Three quarters (77%) were dissatisfied with the toilets, and at least half were dissatisfied with the seating (59%), lighting (57%) and cycle parking (51%).
  - Satisfaction was highest with timetabling information (38% were satisfied, versus 28% dissatisfied).
- Overall, half of respondents (49%) agreed with the proposed location of the new Gosport Bus Station, while 33% disagreed.
  - Among those who disagreed with the proposed location, the most common reasons were that it was not necessary to move the Bus Station, that an upgrade would be sufficient, or that the money could be invested better elsewhere.
- Two thirds of respondents (69%) agreed with upgrading the existing Mumby Road pedestrian crossing, with little opposition (just 11%).
- Views on other proposed changes at Gosport Interchange were mixed:
  - On balance, respondents agreed with adding a new bus stop on North Cross Street and re-locating the taxi rank (44% agreed with each, with 30% and 31% disagreeing respectively).
  - Views were divided equally on the proposal to alter access across the High Street to allow for buses (42% agree, 41% disagree), and on re-locating the pick-up/drop-off area and short stay car park (40% agreed, 41% disagreed).
- The main points of concern around changes to the Gosport Interchange facilities were that the pick-up/drop-off point would be too far from the ferry terminal (22%) and that allowing buses on the High Street could be dangerous (21%).
- Respondents would like to see a range of other facilities at the upgraded Bus Station: from the list provided, the top picks were for a modern bus station building/shelter (80%), CCTV (79%), improved lighting (78%) and the introduction of Real Time Information boards (77%).
- Shown four bus shelter design options, Option 4 was the most liked, with 66% of respondents making it their first preference, and 77% either their first or second preference.