HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	27 January 2022
Title:	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund Programme
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to provide detail and seek approval to implement various schemes detailed later in this report as part of the Southampton and South-West Hampshire Transforming Cities Fund ("TCF") Programme of highway works.

Recommendations

2. That the Executive Lead Member for Economy, Transport and Environment approves the Project Appraisals for Southampton and South-West Hampshire Transforming Cities Fund (TCF) schemes, as outlined in this report and the attached appendices.

3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements to the schemes outlined individually below at a total cost of £13,194,000.

    a. Eastleigh Town Cycle Route, at a cost of £914,000 funded from the Transforming Cities Fund and developer contributions.

    b. Bishopstoke Road Bus Scheme, Fair Oak, at a cost of £4,048,000 to be funded from the Transforming Cities Fund and developer contributions.

    c. Marchwood Bypass Bus Scheme, at a cost of £1,982,000, to be funded from the Transforming Cities Fund and developer contributions, subject to approval to enter into the Capital Programme 2022/23.

d. Rushington Roundabout Bus Scheme, at a cost of £1,929,000, to be funded from the Transforming Cities Fund, subject to approval to enter into the Capital Programme 2021/22.

e. Junction Road Totton Bus Scheme, at a cost of £1,743,000, to be funded from the Transforming Cities Fund and local resources, subject to approval to enter into the Capital Programme 2021/22.

f. A27 Providence Hill Cycle Scheme, at a cost of £1,900,000, to be funded from the Transforming Cities Fund and developer contributions.

g. Bursledon Road Cycle Scheme, at a cost of £678,000, to be funded from the Transforming Cities Fund.

4. That authority to make the necessary arrangements to implement the schemes, including minor variations to the designs or contracts, be delegated to the Director of Economy, Transport and Environment.

5. That the Executive Lead Member for Economy Transport and Environment delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to progress any orders, notices or statutory procedures and secure any consents, licences, permissions, rights or easements necessary to enable implementation of the Southampton and South-West Hampshire TCF Programme.

Executive Summary

6. Seven schemes from the wider Transforming Cities Fund programme have been collated into this report including:
    - Eastleigh Town Cycle Route;
    - Bishopstoke Road Bus Scheme, Fair Oak;
    - Marchwood Bypass Bus Scheme;
    - Rushington Roundabout Bus Scheme;
    - Junction Road, Totton Bus Scheme;
    - A27 Providence Hill Cycle Scheme; and
    - Bursledon Road Cycle Scheme.
7. The schemes will provide improvements to cycleways, footways and road crossings to help more people to walk and cycle locally and further afield, as well as improving bus travel and connecting different types of transport through mobility hubs in Eastleigh and Southampton Parkway (subject to separate approval later in 2022). The funding will be used to better connect Eastleigh, Bursledon and The Waterside/Totton to Southampton City Centre.
8. The County Council together with Southampton City Council has secured £57 million of funding from the Department for Transport's (DfT) Tranche 2

Transforming Cities Fund, which aims to improve productivity by investing in public and sustainable transport infrastructure in and around City Regions.

9. The schemes seeking approval within this report were included within the successful Tranche 2 bid for grant funding.

10. While the funding has been made available by the DfT, it is important to note that these schemes also support the County Council's established priorities to improve air quality in local communities, help reduce carbon emissions in line with the climate change strategy, support local business in promoting active travel within their workplace, support the wellbeing of residents by providing active travel options, and contributing to a greener and healthier Hampshire.

11. Stakeholder and public consultation on all schemes has been undertaken during Summer/Autumn 2021. The majority of responses were positive with respect to the schemes benefiting those already choosing to travel via sustainable modes and a proportion of car drivers also reported that they would be likely to walk and cycle more as a result of the scheme. One petition was received against a signalised "Toucan" crossing at Desborough Road/Chestnut Avenue proposed as part of the Eastleigh Town Cycle Scheme and this is described in more detail later within this report. Objections were also received to an element of the Bishopstoke Road bus scheme which is considered below. A single consultation exercise was undertaken combining The Waterside Bus Schemes (Marchwood Bypass, Rushington Roundabout and Junction Road, Totton) as these schemes have a joint objective of reducing journey times and improving reliability of bus services on The Waterside corridor. The outcome of this combined consultation exercise is summarised under the Marchwood Bypass heading below.

12. An Equalities Impact Assessment has been undertaken for each scheme.

Eastleigh Town Cycle Route

Contextual information

13. The scheme has been identified to improve cycling facilities between Wide Lane and Eastleigh town centre and encourage modal shift. Improved infrastructure will facilitate increased uptake of a sustainable method of transport. The scheme will provide a continuous cycle route between the shared facilities on Wide Lane and Eastleigh town centre, on roads parallel to the A335, enabling cyclists to avoid this heavily trafficked road.

14. The route utilises Ambassadors Walk, which is already shared use, before installing wayfinding at key decision points to direct cyclists into the town centre. From Ambassador's walk, the route will follow Argosy Crescent, Arnold Road and Desborough Road before meeting Leigh Road. To access the train station from here is a short ride east. There will be interventions along the route in order to establish cyclist priority, facilitate easy crossings at junctions and create a more pleasant cycling environment.

15. There is limited scope for further improvements on the A335 to facilitate off-road cycling, an issue that worsens as the road approaches the town centre,

where the roundabouts at the Blenheim Road and Wells Place junctions pose significant barriers to encouraging cycling. This scheme will therefore deliver a route that runs parallel to the A335, utilising quieter roads that allow for a continuous route that prioritises cyclists.

16. This scheme will facilitate and encourage sustainable travel between Airport Parkway and Eastleigh, and by extension, sustainable travel between Eastleigh and Southampton. It will also encourage travel by train, with easier cycle access to both Eastleigh and Airport Parkway railway stations. By ensuring that there are cycle links available to and from train stations, this scheme will enable entire journeys along the corridor to be sustainable, rather than rely on private vehicles to access the rail stations.

17. In terms of the wider cycle network, the proposed route will complete a missing link of Southampton City Council's Southampton Cycle Network (SCN) along SCN 7. This network identifies seven key cycle corridors in and out of Southampton that Southampton City Council has identified as strategic priorities, with each having a programme of improvements planned to enhance and encourage cycle travel along them. SCN 7 links the city centre to Eastleigh and closely links to SCN 6, which also serves Eastleigh. This scheme will help facilitate access to the Sustrans National Cycle Network (NCN) specifically NCN 23 and 24, by enhancing links to the existing cycle facilities on Wide Lane and Leigh Road. These link to Winchester and Romsey respectively.

Finance

18. The estimated project cost is £914,000. Of this total, £783,000 DfT Tranche 2 TCF grant funding is available for the scheme, matched by £131,000 of local contributions. Because the final elements of the detailed design are still being completed, and to avoid further delay to the project, the estimate is based on a detailed preliminary design rather than a finalised design and pre-tender estimate. The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

19. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £20,000 per annum.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	134	15	TCF Tranche 2	783
Client Fee	67	6	Developer contribution	131
Supervision	32	4		
Construction	681	75		
Land	0	0		

Total	914	100	Total	914

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	20	0.019%
Capital Charge	88.000	0.058%

Programme

	Gateway Stage			
	3 (PA)	**Start on site**	**End on site**	**4**
Date	January 2022	June 2022	October 2022	October 2023

Scheme Details

20. The general arrangement drawings for the scheme are included at Appendix 1 and cover:

- a new signalised segregated crossing arrangement for cyclists on A335 Station Hill, adjacent to existing signalised crossing opposite Eastleigh Railway Station;
- a new continuous segregated cycleway on the southern side of Leigh Road with existing vehicular parking bays relocated to the north side of the Leigh Road;
- change of junction priority at Desborough Road junctions with Grantham Road, Factory Road/Wells Place and Cherbourg Road to prioritise north/southbound cyclists. New signage and road markings will be implemented at this junction to make drivers aware of the need to give way and the presence of cyclists;
- a modal filter on Desborough Road south of Meadow Lane which will allow cyclists through (travelling north-south on Desborough and vice versa) but not motor traffic resulting in lower traffic roads which encourage cycling;
- signage and repainting of road markings at Desborough Road/Derby Road and the relocation of an existing bus stop on Derby Road away from the junction;
- a new signalised Toucan crossing on Chestnut Avenue located between Desborough Road and Arnold Road. The provision of this crossing includes the closure of the Chestnut Avenue/Desborough Road junction to all vehicles except cyclists and emergency vehicles which will be enforced via

bollards. Arnold Road will become “left turn out only” to facilitate the Toucan Crossing. Two bus stops will also be relocated on Chestnut Avenue as a result of providing the Toucan crossing. The provision of this crossing will result in a net loss of about nine on-street parking spaces on Desborough Road and Chestnut Avenue;

- new signage and cycle symbols along Arnold Road to highlight presence of cyclists on route;
- a connection to existing shared use footway/cycleway on Wide Lane via Argosy Crescent and Ambassador Walk;
- the route will then join the existing shared use footway/cycleway on the western side of A335 Wide Lane; and
- approximately eight new trees to be planted and one tree to be removed at Arnold Road resulting in net gain in tree numbers along the route.

21. The new cycle infrastructure has been designed in accordance with the Department for Transport Local Transport Note 1/20 guidance for local authorities on designing high-quality, cycle infrastructure.

Environment

22. There is no need for an Environmental Impact Assessment on the scheme due to its urban nature. An Arboriculture Impact Assessment is in progress within Hampshire County Council. A Topographical Survey has identified a number of trees to be retained. The design has been adjusted accordingly to provide clarity on construction methods for root protection areas.

Consultation and Equalities

23. An online digital consultation event was held during July 2021 for Councillors (County, Borough, Town and Parish) and key stakeholders including local businesses, community groups and disability groups/forums. The event was well attended by interested parties with a good level of interaction between attendees and County Officers during a question and answer session at the end of the event.
24. Following the digital event, an online public survey was launched which attracted 158 responses. Full results are available at Eastleigh Town Centre cycle route | Transport and roads | Hampshire County Council (hants.gov.uk)
25. Overall, when asked if the proposed changes would improve your journey, 52% agreed, with 39% disagreeing. In addition, 42% said the proposed changes would encourage them to walk and cycle more. Further headlines include:
    - support for the proposed changes was highest among those who cycle at least once a month: 67% agreed the changes would positively impact their journeys. Men, and those aged 25-44, also on balance agreed that the changes would positively impact their journeys. These groups overlapped: men aged 25-44 were the group most likely to cycle;

- among those who agreed that the proposed changes would positively impact their journeys, the most common reasons were that the changes would improve current provision for cycling (54%), would increase safety for walkers/cyclists (34%) or that it would encourage an increase in walking or cycling (27%). 65% of respondents who drive and cycle currently in the area agreed that the scheme will improve their journeys;
- 59% of respondents who currently cycle would be encouraged to cycle more as a result of the scheme;
- 30% of respondents who currently only drive in the local area would be encouraged to walk or cycle more once the scheme is delivered – if achieved, this is a significant modal shift; and
- of those respondents who disagreed that the proposed changes would have a positive impact on their journeys, the most common reasons were that the proposals would affect their daily trips and access (36%), would negatively impact parking (26%) and would not encourage Active Travel (17%).

26. Formal Traffic Regulation Orders (TROs) are required to implement the above improvements. The TRO process involves giving local people an opportunity to give their views separate to the public engagement undertaken to date. A schedule of the required TROs is located at Appendix 8.
27. There has been political support from Hampshire County Council Members and stakeholder engagement sessions have included an introductory statement on walking, cycling and public transport by Councillor Humby. In addition, Councillor Tanya Park (Eastleigh North) and Councillor Wayne Irish (Eastleigh South) have been contacted and are informed and aware of the scheme proposals. Councillor Park has confirmed her support. At the time of writing, Councillor Irish has requested further time before responding.
28. While support for the scheme from those who currently walk and cycle was positive together with some support from car drivers, the majority of car drivers disagreed that the scheme would benefit them or improve their journeys. In addition, representation was received from 25 individuals who described themselves as having their ability to move around the area limited because of a health problem or disability and 16 of these people did not believe the schemes would benefit them.
29. In addition to responses received to the online survey, a petition was received by the County Council raising concern with the proposed Toucan crossing of Chestnut Avenue and resulting closure of the Chestnut Avenue/Desborough Road junction and Chestnut Avenue/Arnold Road becoming left turn out only. The petition raised concern with both the design of the scheme with respect to impact on parking, relocation of bus stops, deliveries to a local convenience store, waste collection from the same store and access for residents of Arnold Road and Desborough Road. In addition, concerns were raised with respect to the impact on routing of traffic because of the closure of Desborough Road junction with Chestnut Avenue and restricting Arnold Road and the perception that traffic will therefore divert to other routes causing delay and congestion and that traffic will divert past local schools generating a safety concern.

30. A meeting was held on 10 November 2021 between Hampshire County Council, Atkins and the petition author to discuss the proposal and its impact on the current running of the business. The County Council and Atkins were able to explain key functionality and solutions to issues raised in the proposal, following up with further drawings showing access arrangements, areas of consideration for future pallet deliveries and confirmation from Eastleigh Borough Council for the continued trade and residential waste collections.

31. An Equalities Impact Assessment has been undertaken on this scheme and has been found to have a positive impact regarding the protected characteristics of age and disability. The Eastleigh Town Cycle Route scheme focuses on improving the cycling experience, air quality and pedestrian safety by implementing new highways infrastructure. This scheme will mainly benefit those making the trip by cycling and walking and help to encourage modal shift. The scheme has a neutral impact for other protected characteristics.

32. With respect to age, overall, the scheme is likely to have a positive impact on reducing inequalities. The improvements it provides to cyclists and pedestrians will improve the safety and journey experience of these modes. With respect to disability, this scheme will benefit those with disabilities who use the highway, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes. It will encourage disabled cyclists to commute more as inaccessible cycle infrastructure is one of the biggest barriers to cycling.

Bishopstoke Road Bus Scheme, Fair Oak

Contextual information

33. The Bishopstoke Road scheme has been identified as being on a key route between Southampton and local communities which travel to and from Southampton. The scheme aims to:
    - improve the reliability and journey times of public transport, namely the bus for those travelling between Southampton and Eastleigh;
    - improve the bus passenger experience; and
    - encourage commuters to choose to leave the car at home and catch the bus instead.

34. The Bishopstoke corridor is a key section of existing bus route for accessing the centre of Eastleigh for local communities immediately to the east and which facilitates onward travel to and from Southampton. Buses are currently subject to the same delays and congestion westbound along Bishopstoke Road as general traffic. Existing queuing in a westbound direction on Bishopstoke Road extends all the way from Eastleigh town centre eastwards to and beyond the Riverside junction, a distance of over 1km, meaning there is little incentive to use the bus. In addition, there are limited controlled crossing opportunities of the busy road for pedestrians and cyclists.

Bus Journey Time Benefit

35. Improved journey times will be realised for buses by the provision of the bus only lane westbound between Riverside and Chickenhall Lane. Reductions of over two minutes are forecast for the journey into Eastleigh from the Fair Oak direction.

36. The scheme will positively impact the journey reliability of buses due to the active management of traffic at the Riverside and Chickenhall Lane junctions, together with the provision of the bus only lane. The utilisation of modern traffic signal technology means that signal phasing will be optimised automatically depending on the prevailing traffic flows, therefore resulting in a more reliable journey time overall.

37. The scheme will result in a positive impact for buses in terms of convenience. In addition, the scheme includes an enhanced bus stop facility within the proximity of the Riverside junction resulting in improved and more convenient facilities for waiting passengers.

Vehicle Journey time Impact

38. No road-space currently allocated to vehicles is being removed.

39. The alternative routes due to banned movements at Riverside result in minor additional distances to travel and add a matter of seconds to journey times.

40. The scheme will positively impact the journey reliability of car drivers due to the active management of traffic at Riverside and Chickenhall Lane junctions and the utilisation of modern traffic signal technology described above.

41. Journey times for car drivers will change as a result of the scheme but the overall impact is negligible.

Improvement to Active Modes

42. Improved journey times and increased amenity will be realised for pedestrians and cyclists by the provision of the improved crossing facilities (at Riverside, Chickenhall Lane and adjacent to The Hub), together with a new footway provided on the northern side of Bishopstoke Road.

Finance

43. The estimated project cost is £4,048,000. Of this total, £2,859,000 DfT Tranche 2 TCF grant funding is available for the scheme, matched by £1,189,000 of developer contributions.

44. Because the final elements of the detailed design are still being completed, and to avoid further delay to the project, the estimate is based on a detailed preliminary design rather than a finalised design and pre-tender estimate.

The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

45. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £30,000 per annum.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	425	10	TCF Tranche 2	2,859
Client Fee	196	5	Developer contribution	1,189
Supervision	194	5		
Construction	3,217	79		
Land	16	1		
Total	4,048	100	Total	4,048

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	30	0.029%
Capital Charge	389.000	0.256%

Programme

	Gateway Stage			
	3 (PA)	**Start on site**	**End on site**	**4**
Date	January 2022	May 2022	December 2022	December 2023

Scheme Details

46. The general arrangement drawings for the scheme are included at Appendix 2 and cover:

    - existing Chicken Hall Lane roundabout to be upgraded to traffic signal-controlled junction with signalised crossing facilities for pedestrians and cyclists across Chickenhall Lane;
    - provision of a new westbound bus lane between the River Itchen bridges (in front of The Hub/rugby pitches) to enable buses to bypass queueing traffic on Bishopstoke Road. The bus lane and general traffic westbound lanes are to be controlled and merged via traffic signals;
    - new signalised Toucan crossing on Bishopstoke Road to the eastern side of The Hub to improve crossing facilities for pedestrians and cyclists by replacing the existing crossing refuge;
    - a new 2m footway on Northern side of Bishopstoke Road which requires the removal of the existing trees and hedgerow and replacement with species more appropriate to the local environment resulting in a net gain in ecological and environmental benefit;
    - the removal of the existing bus layby to the east of The Hub on Bishopstoke Road;
    - the signalisation of Bishopstoke Road/Fair Oak Road/Riverside junction including a signalised pedestrian crossing on Riverside. Fair Oak Road arm of proposed signalised junction becomes “ahead only” (no right turn to Riverside);
    - existing signalised crossing on Fair Oak Road is retained in its current location; and
    - options to deliver enhanced bus stop at either Spring Lane or Alen Drayton Way.

47. The new cycle infrastructure has been designed in accordance with the Department for Transport Local Transport Note 1/20 guidance for local authorities on designing high-quality, cycle infrastructure.

Environment

48. The scheme currently has both an Arboriculture Impact Assessment and an Environmental Impact Assessment in progress at the time of writing this report. A Topographical Survey has identified a number of trees to be retained but also some trees to be removed. Replacement planting will be provided to an agreed quantum and specification with the Hampshire County Council Arboriculture Team with the aim of providing a net increase in trees and hedgerow.

Consultation and Equalities

49. An online digital consultation event was held during September 2021 for Councillors (County, Borough, Town and Parish) and key stakeholders including local businesses, community groups and disability groups/forums.

The event was well attended by interested parties with a good level of interaction between attendees and County Officers during a question and answer session at the end of the event.

50. Following the digital event, an online public survey was launched which attracted 285 responses. Full results are available in the link: Bishopstoke Road, Eastleigh (western end) Bus Priority Improvements | Transport and roads | Hampshire County Council (hants.gov.uk). 88% of respondents were frequent drivers whilst only 10% took the bus and 12% cycled at least once per week. This should be considered when interpreting the findings, as it's possible that many car drivers could be less likely to support schemes designed to improve bus travel. Overall, 82% of all respondents disagreed that the proposed scheme would positively impact their journeys and while undertaking analysis of the responses to the consultation, it has become evident that the material used in the consultation has not fully communicated the scheme benefits. For example, 50% of those negative responses were based on a perception that the scheme would result in increased congestion for general traffic and concerns over restricting turning movements at the Fair Oak Road/Bishopstoke Road/Riverside junction in terms of inconvenience for local residents. However, the detailed network modelling undertaken as part of developing the scheme (based on traffic surveys in the local area) shows that the impacts to all traffic as a result of the proposed scheme would be negligible. In response to concerns about inconvenience, the modelling has been reassessed, and changes made to the proposed scheme, which are detailed below. Elements of the survey results are useful and they indicate that the scheme would be likely to encourage a modal shift towards walking, cycling and public transport use of around 10%. This is very encouraging and indicates that there is an acceptance that the scheme would address the problem seeking to be addressed.

51. On reviewing the above points of objection, the aforementioned modelling has demonstrated that the scheme will have negligible impact (and for some journeys a slight positive impact) on journey times for general traffic in the area. This is achieved by signalising the Chickenhall Lane and Riverside junctions which improves capacity for all vehicles and especially bus journeys, which benefit significantly from these improvements in terms of reliability and journey times. With respect to the concern around restricting turning movements at the Riverside junction (the previous proposal being to ban right turns into Riverside from Fair Oak Road and left turns out of Riverside onto Fair Oak Road – both in the interest of capacity at this junction and reducing the number of necessary traffic signal phases), Hampshire County Council together with the scheme designer has re-assessed the impacts of allowing these proposed banned movements in a direct response to the public concern. This assessment has resulted in changes to the proposal to now allowing left turn movements out of Riverside onto Fair Oak Road. Allowing this movement will have minimal impact overall in terms of junction performance. To allow this left turn out movement, the Toucan Crossing currently on Fair Oak Road will remain in its current position rather than being relocated closer to the junction. The result of allowing the right turn into Riverside from Fair Oak Road is significantly negative for all road users and

would result in severe delay for vehicles travelling west on Fair Oak Road/Bishopstoke Road towards Eastleigh as vehicles waiting to turn right will block those wishing to travel straight ahead. This will mean that all traffic, including buses, would be negatively impacted by allowing right turn movements to Riverside from Fair Oak Road and therefore the proposal to ban this movement is maintained and forms part of this decision on the scheme.

52. The Equalities Impact Assessment indicates that the scheme would provide an improvement for the protected groups of age, disability and sex. These groups benefit from the enhancements to public transport and the enhanced walking and cycling infrastructure. The scheme has a neutral impact on other protected groups.

53. Formal Traffic Regulation Orders (TROs) are required to implement the above improvements. The TRO process involves giving local people an opportunity to give their views separate to the public engagement undertaken to date. A schedule of the required TROs is located at Appendix 8.

54. There has been political support from Hampshire County Council Members and stakeholder engagement sessions have included an introductory statement on walking, cycling and public transport by Councillor Humby. The County Councillor, Councillor Parker-Jones (Bishopstoke and Fair Oak), has been briefed on the scheme proposals following the public survey and broadly supports the scheme. Two areas of concern were raised by Councillor Parker-Jones regarding proposed turning restrictions, and removal of hedgerow and trees. Following the briefing and changes made in response to the survey feedback, concerns regarding proposed turning restrictions have largely been resolved. With respect to the loss of hedgerow and trees, Councillor Parker-Jones has been reassured that replacements will be included in the scheme, and there will be a net increase in trees and hedgerows. There are local sensitivities on this topic, and local groups will be engaged with before any construction activity takes place.

Other Key Issues

55. Land at Chickenhall Lane and Bishopstoke Road – The land negotiations for the scheme are continuing. The landowners have been contacted and have indicated their willingness to enter into agreements to dedicate the land to the County Council for the scheme. Appropriate agreements will be secured before the scheme commences. The land valuation is included within the above finance table.

56. Enforcement of the bus only lane will be necessary for this scheme in accordance with the Bus Priority Enforcement Policy and Practice decision made by the Executive Lead Member for Economy, Transport and Environment on 28 October 2021.

Marchwood Bypass Bus Scheme

Contextual information

57. The Marchwood Bypass scheme has been identified as being on a key route between Southampton and local communities on the Waterside area of the New Forest which travel to and from Southampton.

58. This scheme comprises modifications to the existing A326 to allow for Southampton bound buses (Bluestar routes 8, 9, 11 and 12) to turn from the A326 onto the A326 Marchwood By-pass to Rushington roundabout together with a new bus stop for passengers to alight in the vicinity of the Hounsdown Business Park. The aim of the scheme is to reduce journey times and improve reliability of the journey duration, arrival and departure times when compared to existing bus routes which use the A326/A35. This scheme will also deliver minor improvements to existing walking and cycling infrastructure within the Hounsdown Business Park.

59. This scheme will facilitate and encourage sustainable travel between The Waterside and Southampton by offering better connectivity of public transport than is currently available which will also encourage commuters to change mode from private vehicles to buses.

Finance

60. The estimated project cost is £1,982,000. Of this total, £1,925,000 DfT Tranche 2 TCF grant funding is available for the scheme, matched by £57,000 of developer contributions.

61. Because the final elements of the detailed design are still being completed, and to avoid further delay to the project, the estimate is based on a detailed preliminary design rather than a finalised design and pre-tender estimate. The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

62. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £24,000 per annum.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	225	11	TCF Tranche 2	1,925
Client Fee	104	5	Developer Contribution	57
Supervision	103	5		
Construction	1,550	79		

Total	1,982	100	Total	1,982

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	24	0.023%
Capital Charge	191.000	0.125%

Programme

	Gateway Stage			
	3 (PA)	**Start on site**	**End on site**	**4**
Date	January 2022	July 2022	January 2023	January 2024

Scheme Details

63. The general arrangement drawings for the scheme are included at Appendix 3 and cover:

- a new bus stop facility on A326 Marchwood By-pass to serve the Hounsdown Business Park together with a new uncontrolled pedestrian crossing on A326 Marchwood By-pass and footway connection within the Business Park;
- new signal controlled right turn junction for buses only between A326 and A326 Marchwood Bypass (northbound) with a bus only lane on approach to signal controlled right turn; and
- traffic signals to stop southbound vehicles on A326 to enable bus to undertake right turn to A326 Marchwood By-pass together with adjustments to existing hatching and lining for southbound vehicles and those accessing the Business Park via Bulls Copse.

64. The new cycle infrastructure has been designed in accordance with the Department for Transport Local Transport Note 1/20 guidance for local authorities on designing high-quality, cycle infrastructure.

Environment

65. The scheme currently has both an Arboriculture Impact Assessment and an Environmental Impact Assessment in progress at the time of writing this report. The Topographical Survey identified a number of trees to be retained but also some trees to be removed. Replacement planting will be provided to a quantum and specification agreed with the County Council's Arboriculture Team.

Consultation and Equalities

66. An online digital consultation event was held during October 2021 for Councillors (County, Borough, Town and Parish) and key stakeholders including local businesses, community groups and disability groups/forums. The event was well attended by interested parties with a good level of interaction between attendees and County Officers during a question and answer session at the end of the event. It was decided that a single consultation event would be held for Marchwood Bypass, Junction Road Totton and Rushington Roundabout schemes as they are all bus schemes on The Waterside with the same aims and objectives.

67. Following the digital event, an online public survey was launched which attracted 38 responses. Full results are available at Marchwood Bypass Bus Priority Improvements | Transport and roads | Hampshire County Council (hants.gov.uk)

68. Given the low response, the feedback received is limited, but overall, when asked if the proposed changes would positively impact on journeys, 23% agreed and 63% disagreed. Further highlights include:

- most respondents were car drivers (47% drove 5+ days a week, and 92% drove at least once a week) while only 15% of respondents used the bus at least once a week, and 16% cycled at least once a week;
- of those who already use the buses in the area, 75% agreed that the proposed changes would positively impact their journey;
- of those who already cycle in the area, 36% said they would cycle more following the delivery of the schemes which is positive given that the main aims of the schemes are to provide better journeys for bus passengers with only minor improvements delivered for other road users;
- of those who supported the scheme, the main reasons given for their support was the belief that the scheme would result in more reliable bus journeys and that journeys by bus would become quicker which directly aligns with the aims of these schemes; and
- the main reasons for disagreeing with the proposed changes were the perception that they would increase congestion on the A326 (by reducing capacity and adding a right turn for buses), particularly at peak times, and feeling that the changes would not encourage bus use.

69. Formal Traffic Regulation Orders (TROs) are required to implement the above improvements. The TRO process involves giving local people an opportunity to give their views separate to the public engagement undertaken to date. A schedule of the required TROs is located at Appendix 8.

70. There has been political support from Hampshire County Council Members and stakeholder engagement sessions have included an introductory statement on walking, cycling and public transport by Councillor Humby. In addition, Councillor Harrison (Totton South and Marchwood) has been contacted with respect to this scheme and has provided support for the proposals.

71. Bluestar (the Bus Operator) has also confirmed its support for the Marchwood Bypass, Junction Road Totton and Rushington Roundabout schemes in a formal letter received by the County Council in May 2021.

72. An Equalities Impact Assessment has been undertaken for this scheme and has found a positive impact on people with the protected characteristics of age, disability and sex. A neutral impact was found for all other protected characteristics. With respect to the positive impacts:
    - Age. Overall, the scheme is likely to have a positive impact on reducing inequalities for this group. The improvements coupled with improved timetable reliability, will help ensure that Public Transport becomes a viable option;
    - Disability. This scheme will benefit those with disabilities who use or wish to use public transport, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes; and
    - Sex. Women are more likely to use bus services than men and will therefore benefit from the scheme.

Other Key Issues

73. Enforcement of the bus only lane and junction will be necessary for this scheme in accordance with the Bus Priority Enforcement Policy and Practice decision made by the Executive Lead Member for Economy, Transport and Environment on 28 October 2021.

Rushington Roundabout Bus Scheme

Contextual information

74. Similar to the Marchwood Bypass scheme, the Rushington Roundabout scheme has been identified as being on a key route between Southampton and local communities on The Waterside area of the New Forest which travel to and from Southampton.

75. This scheme comprises the provision of a northbound bus only lane on Marchwood By-Pass to allow for Southampton bound buses (Bluestar routes 8, 9, 11 and 12) to bypass queueing private vehicle traffic approaching Rushington Roundabout. The scheme will also provide an improved bus stop on the western side of A326 Marchwood By-pass adjacent to Parkside. The aim of the scheme is to reduce journey times and improve reliability of the journey duration, arrival and departure times when compared to existing bus routes which use the A326/A35. This scheme will also deliver improvements to existing walking and cycling infrastructure adjacent to A326 Marchwood By-pass.

76. This scheme will facilitate and encourage sustainable travel between The Waterside and Southampton by offering better connectivity of public transport than is currently available which will also encourage commuters to change mode from private vehicles to buses.

77. The scheme was modified during the development phase to enable mature trees to be retained, protecting the character of the area without significant detriment to transport benefits.

Finance

78. The estimated project cost is £1,929,000 funded in full by the DfT Tranche 2 TCF grant. There are no local contributions allocated to this scheme.

79. Because the final elements of the detailed design are still being completed, and to avoid further delay to the project, the estimate is based on a detailed preliminary design rather than a finalised design and pre-tender estimate. The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

80. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £15,500 per annum.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	230	12	TCF Tranche 2	1,929
Client Fee	120	6		
Supervision	118	6		
Construction	1,460	76		
Total	1,929	100	Total	1,929

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	15.5	0.015%
Capital Charge	185.000	0.122%

Programme

	Gateway Stage			
	3 (PA)	**Start on site**	**End on site**	**4**

Date	January 2022	June 2022	February 2023	February 2024

Scheme Details

81. The general arrangement drawings for the scheme are included at Appendix 4 and cover:

- minor relocation of existing Toucan cycle/pedestrian crossing south of Rushington Roundabout to facilitate the new bus lane;
- new 3m shared use footway/cycleway on the southwest side of A326 Marchwood Bypass between existing Toucan crossing and existing northbound bus stop of A326 Marchwood By-pass;
- new northbound bus lane provided on A326 Marchwood By-pass circa 280m in length; and
- improved bus stop on A326 Marchwood By-pass and removal of existing bus layby.

82. The new cycle infrastructure has been designed in accordance with the Department for Transport Local Transport Note 1/20 guidance for local authorities on designing high-quality, cycle infrastructure.

Environment

83. The scheme currently has both an Arboriculture Impact Assessment and an Environmental Impact Assessment in progress at the time of writing this report. The Topographical Survey identified a number of trees to be retained but also some trees to be removed. Replacement planting will be provided to a quantum and specification agreed with the Hampshire County Council Arboriculture Team.

Consultation and Equalities

84. A single consultation event was held for Marchwood Bypass, Junction Road Totton and Rushington Roundabout schemes as they are all bus schemes on The Waterside with the same aims and objectives. Please see the Marchwood Bypass Bus Scheme for details.

85. Full consultation results for Rushington Roundabout are available at Rushington Roundabout Bus Priority Improvements | Transport and roads | Hampshire County Council (hants.gov.uk)

86. Formal Traffic Regulation Orders (TROs) are required to implement the above improvements. The TRO process involves giving local people an opportunity to give their views separate to the public engagement undertaken to date. A schedule of the required TROs is located at Appendix 8.

87. There has been political support from Hampshire County Council Members and stakeholder engagement sessions have included an introductory statement on walking, cycling and public transport by Councillor Humby. In addition, Councillor Harrison (Totton South and Marchwood) has been

contacted with respect to this scheme and has provided his support for the proposals.

88. An Equalities Impact Assessment has been undertaken for this scheme and has found a positive impact on people with the protected characteristics of age, disability and sex. A neutral impact was found for all other protected characteristics. With respect to the positive impacts:
    - Age. Overall, the scheme is likely to have a positive impact on reducing inequalities for this group. The improvements coupled with improved timetable reliability, will help ensure that Public Transport becomes a viable option;
    - Disability. This scheme will benefit those with disabilities who use or wish to use public transport, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes; and
    - Sex. Women are more likely to use bus services than men and will therefore benefit from the scheme.

Other Key Issues

89. Enforcement of the bus only lane will be necessary for this scheme in accordance with the Bus Priority Enforcement Policy and Practice decision made by the Executive Lead Member for Economy, Transport and Environment on 28 October 2021.

Junction Road, Totton Bus Scheme

Contextual information

90. Similar to the Marchwood Bypass and Rushington Roundabout schemes, the Junction Road, Totton Bus Scheme has been identified as being on a key route between Southampton and local communities on the Waterside area of the New Forest which travel to and from Southampton.

91. This scheme comprises the provision of a bus and cycle only link between Junction Road and A326 Commercial Road in Totton together with minor improvements to existing pedestrian and cycle infrastructure on Commercial Road. The scheme will also improve existing bus stops on Commercial Road to enhance facilities for waiting passengers. The aim of the scheme is to reduce journey times and improve reliability of the journey duration, arrival and departure times for those travelling within the Waterside and between the Waterside and Southampton.

92. This scheme will facilitate and encourage sustainable travel between the Waterside and Southampton by offering better connectivity of public transport than is currently available, which will also encourage commuters to change mode from private vehicles to buses.

Finance

93. The estimated project cost is £1,743,000. £1,715,000 DfT Tranche 2 TCF grant funding is available for the scheme, matched by £28,000 of County Council Asset Management funding.

94. Because the final elements of the detailed design are still being completed, and to avoid further delay to the project, the estimate is based on a detailed preliminary design rather than a finalised design and pre-tender estimate. The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

95. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £11,500 per annum.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	218	13	TCF Tranche 2	1,715
Client Fee	105	6	Match Funding	28
Supervision	100	6		
Construction	1,320	75		
Total	1,743	100	Total	1,743

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	11.5	0.011%
Capital Charge	168.000	0.110%

Programme

	Gateway Stage			
	3 (PA)	**Start on site**	**End on site**	**4**
Date	January 2022	June 2022	September 2022	September 2023

Scheme Details

96. The general arrangement drawings for the scheme are included at Appendix 5 and cover:

- bus only access between Junction Road and Commercial Road, and junction signalisation;
- enhanced and new crossing points for pedestrians and cyclists on Commercial Road and Junction Road;
- new traffic signals on Commercial Road;
- improvement of bus stop area via delivery of an Enhanced/Super Stop;
- provision for a cycle route connecting Testwood Lane and Junction Road in support of a Local Cycling and Walking Infrastructure Plan (LCWIP); and
- adjustment of Maynard Road junction to accommodate turning buses via the provision of a new right turn pocket on Maynard Road outside the northbound ahead running lane.

97. The new cycle infrastructure has been designed in accordance with the Department for Transport Local Transport Note 1/20 guidance for local authorities on designing high-quality, cycle infrastructure.

98. Design modifications to accommodate larger electric buses in the future will be required during detailed design, which may involve change to the design. Any significant change will be reported through the appropriate governance processes.

Environment

99. There is no requirement for an Arboriculture Impact Assessment or Environmental Impact Assessment on this scheme.

Consultation and Equalities

100. A single consultation event was held for Marchwood Bypass, Junction Road Totton and Rushington Roundabout schemes as they are all bus schemes on The Waterside with the same aims and objectives. Please see the Marchwood Bypass Bus Scheme for details.

101. Full consultation results for Junction Road are available at Junction Road, Totton Bus Priority Improvements | Transport and roads | Hampshire County Council (hants.gov.uk)

102. A Formal Traffic Regulation Order (TRO) will be required to restrict the new junction to bus movements only. The TRO process involves giving local people an opportunity to give their views separate to the public engagement undertaken to date.

103. There has been political support from Hampshire County Council Members and stakeholder engagement sessions have included an introductory statement on walking, cycling and public transport by Councillor Humby. In addition, Councillor Harrison (Totton South and Marchwood) has been

contacted with respect to this scheme and has provided his support for the proposals.

104. An Equalities Impact Assessment has been undertaken for this scheme and has found a positive impact on people with the protected characteristics of age, disability and sex. A neutral impact was found for all other protected characteristics. With respect to the positive impacts:
    - Age. Overall, the scheme is likely to have a positive impact on reducing inequalities for this group. The improvements coupled with improved timetable reliability, will help ensure that Public Transport becomes a viable option;
    - Disability. This scheme will benefit those with disabilities who use or wish to use public transport, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes; and
    - Sex. Women are more likely to use bus services than men and will therefore benefit from the scheme.

Other Key Issues

105. Enforcement of the bus only junction will be necessary for this scheme in accordance with the Bus Priority Enforcement Policy and Practice decision made by the Executive Lead Member for Economy, Transport and Environment on 28 October 2021.

A27 Providence Hill Cycle Scheme

Contextual information

106. The scheme has been identified to improve cycling facilities between Windhover Roundabout at the northern end of the scheme and Church Lane at the southern end, in order to encourage more people to cycle and walk along the A27 in this location and onwards towards Southampton. The scheme will provide a continuous cycle provision via segregated cycle lanes and shared use footway/cycleways, together with cycle friendly improvements at existing key junctions.

107. It will connect to the TCF Bursledon Road cycle link scheme via the National Highways Windhover Roundabout improvement scheme, which in turn links to existing cycle and pedestrian infrastructure (including Southampton City Council's Cycle Network "SCN" route 3).

108. The route utilises land within the existing highway boundary adjacent to the A27 Providence Hill carriageway. The scheme will be located on the north side of A27 between Windhover Roundabout before crossing via an improved crossing point in the vicinity of Portsmouth Road. The scheme will continue along the southern side of the A27, until its termination at Church Lane where the scheme will provide a connection for cyclists to continue their journey south on-carriageway. There will be interventions along the route to establish cyclist priority, facilitate easy crossings at junctions and create a more pleasant cycling environment.

Finance

109. The estimated project cost is £1,900,000. Of this total, £732,000 DfT Tranche 2 TCF grant funding is available for the scheme, matched by £1,168,000 of local contributions.

110. Because the final elements of the detailed design are still being completed, and to avoid further delay to the project, the estimate is based on a detailed preliminary design rather than a finalised design and pre-tender estimate. The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

111. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £7,500 per annum.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	200	11	TCF Tranche 2	732
Client Fee	126	7	Developer contribution	1,168
Supervision	124	7		
Construction	1,451	75		
Total	1,900	100	Total	1,900

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	7.5	0.007%
Capital Charge	183.000	0.120%

Programme

	Gateway Stage			
	3 (PA)	**Start on site**	**End on site**	**4**
Date	January 2022	June 2022	December 2022	December 2023

Scheme Details

112. The general arrangement drawings for the scheme are included at Appendix 6 and cover:

- initially provisioned as an enhanced shared use path from Windover Roundabout, segregated cycle lane and footpath commences, provisioning access for the existing 2 stage crossing across the A27 and across Windmill Lane, where the existing crossing shall be segregated via lines, signs, and a raised table;
- continuing along the Northern side, segregation finishes opposite Millers View on the Southern side of the A27, provisioning bus stop access, via an enhanced shared use path;
- to the west of 1-4 Brookfield, the scheme transitions to a segregated, on road, two-way cycle lane. Segregation delivered using regularly spaced 'lane defender' features that allow for highway maintenance activity;
- continuing with the segregated, on road, two-way cycle lane, priority road markings are provisioned across the existing Oakeley Vale Junction;
- the approach to Portsmouth Road Junction sees the segregated, on-road, two way cycle lane transition to footway level. A segregated zebra crossing, two stage for pedestrians, shall transition the scheme from the northside of the A27 to the south, facilitating onward travel along Portsmouth Road and enhancing visibility for all users with a wider shared use area for multiple travel arrangements;
- the segregated, on road, two-way cycle lane commences along the southern side of the A27 towards Oakhill;
- the provision transitions from the carriageway to a generous shared use space behind the bus stop at Long Lane, allowing for carriageway space to retain a central turning lane for both Dodwell Lane and Long Lane from both directions of the A27;
- segregation commences at footway level across an enhanced raised crossing across Long Lane, before transitioning to segregated, on road, two-way cycle lane towards Bridge Road. Continuing with the segregated, on road, two-way cycle lane, priority road markings are provisioned across the existing Old Bridge House Road Junction;
- the segregated, on road, two-way cycle lane ends on the approach to Yachtsman Close, transitioning to a shared use path, and an enhanced raised crossing across the junction;
- retaining as a shared use path provision across the bus shelter and stop, a second segregated zebra crossing, shall transition the scheme from the southside of the A27 to the north, delivering onward travel options; and
- the scheme ends with further onward travel options across Church Lane with an enhanced raised table crossing across the junction.

113. The new cycle infrastructure has been designed in accordance with the Department for Transport Local Transport Note 1/20 guidance for local authorities on designing high-quality, cycle infrastructure.

Environment

114. The scheme currently has both an Arboriculture Impact Assessment and an Environmental Impact Assessment in progress at the time of writing this report. The Topographical Survey identified a number of trees to be retained. The scheme design has been amended to ensure no identified trees shall be lost. The scheme runs through an identified noise important area, so further Noise Assessment will be undertaken during detailed design.

Consultation and Equalities

115. An online digital consultation event was held during September 2021 for Councillors (County, Borough, Town and Parish) and key stakeholders including local businesses, community groups and disability groups/forums. The event was well attended by interested parties with a good level of interaction between attendees and County Officers during a question-and-answer session at the end of the event.

116. Following the digital event, an online public survey was launched which attracted 120 responses which included the following headline responses (full results are available at A27 Providence Hill Cycle Link | Transport and roads | Hampshire County Council (hants.gov.uk)):

- 55% of respondents agree that the introduction of a segregated two-way cycle lane would improve cycling and walking in the area, with agreement being strongest amongst those who cycle in the area (86%) and walk in the area (56%);
- 61% of respondents agree that a reduction in the speed limit would improve cycling and walking in the area, with 74% of cyclists and 62% of walkers agreeing with this;
- 61% of respondents agree that the proposal to introduce a zebra crossing at the Portsmouth Road junction would improve cycling and walking in the area, with 72% of cyclists and 65% of walkers agreeing with this;
- 58% of respondents agree that the introduction of a zebra crossing between Yachtsman Close, and Church Lane would improve cycling and walking in the area, with 75% of cyclists and 62% of walkers agreeing; and
- 53% of respondents feel that the proposed changes would encourage them to walk or cycle more in the area, with 39% of drivers saying that they would.

117. As part of the public consultation activity, an enquiry was received from a Providence Hill resident objecting to the proposed removal of unallocated parking within the highway boundary. In response to the feedback received, the scheme design has now been altered to retain some of the existing parking while also retaining a provision for cyclists at this section of the A27 which is reflected in the detail of this report and shown in the drawings at Appendix 6.

118. Formal Traffic Regulation Orders (TROs) are required to implement the above improvements. The TRO process involves giving local people an opportunity to give their views separate to the public engagement undertaken to date. A schedule of the required TROs is located at Appendix 8.

119. There has been political support from Hampshire County Council Members and stakeholder engagement sessions have included an introductory statement on walking, cycling and public transport by Councillor Humby.

120. The local County Member, Councillor House, has been informed and is aware of the scheme. Councillor House supports sections of the proposals, including improved crossings, but does not support the scheme as a whole. The main concern is cyclists travelling the full length of the route will be asked to cross twice which is not considered ideal or convenient.

121. An Equalities Impact Assessment has been undertaken on this scheme and has been found to have a positive impact regarding the protected characteristics of age and disability. The scheme focuses on improving the cycling experience, air quality and pedestrian safety by implementing new highways infrastructure. This scheme will mainly benefit those making the trip by cycling and walking and help to encourage modal shift. The scheme has a neutral impact for other protected characteristics.

122. With respect to age, overall, the scheme is likely to have a positive impact on reducing inequalities. The improvements it provides to cyclists and pedestrians will improve the safety and journey experience of these modes. With respect to disability, this scheme will benefit those with disabilities who use the highway, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes. It will encourage disabled cyclists to commute more as inaccessible cycle infrastructure is one of the biggest barriers to cycling.

Bursledon Road Cycle Scheme

Contextual information

123. The scheme has been identified to improve the existing shared use cycle route on the southern side of Bursledon Road between Windhover roundabout and Botley Road on the A3024, improving cycle connectivity in the area. It will connect to the TCF Providence Hill cycle link scheme via the National Highways Windhover Roundabout improvement scheme, which in turn links to existing cycle and pedestrian infrastructure (including Southampton City Council's Cycle Network "SCN" route 3).

124. The improvements will involve widening the existing shared use cycle route on Bursledon Road through relocating the existing streetlight columns to the back edge of the cycle route and providing improvements for cyclists at existing junctions on Bursledon Road together with additional signage along the route.

Finance

125. The estimated project cost is £678,000 which will be funded in full by DfT Tranche 2 TCF grant funding.

126. Because the final elements of the detailed design are still being completed, and to avoid further delay to the project, the estimate is based on a detailed preliminary design rather than a finalised design and pre-tender estimate. The current cost estimate includes both a quantified risk assessment that has been reviewed prior to this report and an allowance made for the stage of design within the estimates which is considered robust in determining the scheme cost and to inform the decision. However, should the tendered costs vary significantly from this estimate a further report will be brought to the relevant Executive Member for consideration.

127. The proposed scheme will have an impact on the maintenance budget in future years, this is expected to be approximately £3,000 per annum.

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	60	9	TCF Tranche 2	678
Client Fee	80	11		
Supervision	45	7		
Construction	493	73		
Total	678	100	Total	678

Maintenance Implications	£'000	% Variation to Committee's budget
Net increase in current expenditure	3	0.003%
Capital Charge	65.000	0.043%

Programme

	Gateway Stage			
	3 (PA)	**Start on site**	**End on site**	**4**
Date	January 2022	April 2022	August 2022	August 2023

Scheme Details

128. The general arrangement drawings for the scheme are included at Appendix 7 and cover:

- commencing to the West of Le Marechal Avenue, along the southern side of A3024 Bursledon Road, this scheme provides an enhanced shared use footway/cycleway utilising unused grass verge to the south of the carriageway. Additional visibility will be achieved via movement of the existing streetlamp columns to the rear of the shared use path;
- continuing towards Botley Road Junction, the scheme continues across Green Lane junction with priority for both pedestrians and cyclists; and
- the shared use path continues from Green Lane junction towards Botley Road junction, where a Cantilever sign will be provisioned for wayfinding, before finishing at the Southampton City boundary.

129. The new cycle infrastructure has been designed in accordance with the Department for Transport Local Transport Note 1/20 guidance for local authorities on designing high-quality, cycle infrastructure.

Environment

130. There is no requirement for an Arboriculture Impact Assessment or Environmental Impact Assessment on this scheme. The Topographical Survey identified a number of established trees away from the scheme extents, as such they shall not be affected within this proposal. The proposal runs adjacent to a drainage ditch which has previously received treatment for knotweed and hosted badger sets. Following assessments, site visits and monitoring exercises, it has been confirmed that neither knotweed nor badgers are currently present in the area.

Consultation and Equalities

131. An online digital consultation event was held during September 2021 for Councillors (County, Borough, Town and Parish) and key stakeholders including local businesses, community groups and disability groups/forums. The event was well attended by interested parties with a good level of interaction between attendees and County Officers during a question-and-answer session at the end of the event.

132. Following the digital event, an online public survey was launched which attracted 96 responses which included the following headline responses (full results are available at Bursledon Road Cycle Link Improvements | Transport and roads | Hampshire County Council (hants.gov.uk)):

- 52% of respondents agreed that the proposed changes would positively impact their journeys;
- of those who agreed with the proposed changes, 66% did so because they felt that it would make the route safer/more direct for cyclists; and
- those who cycle in the area and current users of the existing footway/cycleway were most likely to be encouraged to walk/cycle more

as a result of the proposed improvements. However, 40% of those who drive in the local area also said that the proposed changes would encourage them to make more journeys by walking or cycling.

133. Formal Traffic Regulation Orders (TROs) are required to implement the above improvements. The TRO process involves giving local people an opportunity to give their views separate to the public engagement undertaken to date. A schedule of the required TROs is located at Appendix 8.

134. There has been political support from Hampshire County Council Members and stakeholder engagement sessions have included an introductory statement on walking, cycling and public transport by Councillor Humby. The local County Member, Councillor House, has been informed and supports the proposed scheme.

135. An Equalities Impact Assessment has been undertaken on this scheme and has been found to have a positive impact regarding the protected characteristics of age and disability. The scheme focuses on improving the cycling experience, air quality and pedestrian safety by implementing new highways infrastructure. This scheme will mainly benefit those making the trip by cycling and walking and help to encourage modal shift. The scheme has a neutral impact for other protected characteristics.

136. With respect to age, overall, the scheme is likely to have a positive impact on reducing inequalities. The improvements it provides to cyclists and pedestrians will improve the safety and journey experience of these modes. With respect to disability, this scheme will benefit those with disabilities who use the highway, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes. It will encourage disabled cyclists to commute more as inaccessible cycle infrastructure is one of the biggest barriers to cycling.

Climate Change Impact Assessments

137. 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℃ temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

138. Overall, the proposed schemes seek to encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

Climate Change Adaptation

139. The Adaptation Project Screening Tool has assessed the schemes presented within this report and the following findings have been identified:
    - the TCF Programme 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 schemes enabling a modal shift toward active travel for local journeys, providing more travel choices, and bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles;
    - Bishopstoke Road, Rushington Roundabout and Junction Road Bus Schemes together with the southern end of A27 Providence Hill Cycle Scheme scored higher than the remaining schemes with respect to their vulnerability to sea level rise/coastal flooding and heavy rainfall/surface flooding. This is due to the proximity of these schemes to tidal bodies of water and floodplains. The drainage for these schemes has been designed to withstand a 1:100-year storm plus 40% to mitigate this vulnerability. The schemes are not considered to be any more vulnerable than existing highway infrastructure in these areas; and
    - the schemes were not considered vulnerable to any other climate variables.

Carbon Mitigation

140. Carbon emissions from this project arise from the use of highway materials to construct the schemes, e.g., concrete and steel and from plant and equipment needed to undertake the work.

141. Carbon emissions will be mitigated by sourcing construction materials and plant locally wherever possible and prioritising the use of recycled materials where practical. On completion, the schemes will encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

Statutory Procedures

142. Forward planning notices under the New Roads and Street Works Act for booking road space have been completed for all schemes within this report.

143. Traffic Regulation Orders (TROs) are required for all schemes and the full schedule of necessary orders are detailed at Appendix 8.

144. The conversion of existing footways into shared footways/cycleways and the provision of new cycleways will be subject to the necessary legal procedures under Sections 65 and 66 of the Highways Act 1980.

145. All of the works will be undertaken using permitted development rights, and don't require planning permission.

Maintenance Considerations

146. There will be an increase in the long-term maintenance liability resulting from the delivery of the above schemes of approximately £111,500. This increase should be considered when setting future annual highway maintenance budgets.

147. The design of the schemes has been refined to reduce future maintenance liabilities as far as possible by using robust materials and value engineering, and this process will continue throughout the completion of the detailed design once a contractor to undertake this work has been appointed.

148. All schemes have been subject to review in terms of asset management with respect to design principals and proposed materials. Further checking will continue during the Detailed Design phase.

Land Requirements

149. Sections of land at Chickenhall Lane and Bishopstoke Road are required to be dedicated to the County Council in order to implement the signalised junction at Bishopstoke Road/Chickenhall Lane. The landowners have expressed their support for the scheme and their willingness to dedicate the required land to the County Council. Legal agreements are being developed and will be secured before the scheme commences.

150. All the works, except that mentioned above, will take place within the existing highway boundary.

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:	
Title Bus Priority Enforcement Policy and Practice	Date 28/10/2021
Direct links to specific legislation or Government Directives	
Title	Date

Section 100 D - Local Government Act 1972 - background documents

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

Document	Location
None	

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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

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

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionally low.

2. Equalities Impact Assessment:

The schemes included within this decision have been individually assessed and a summary included in the report for each scheme.

Where schemes provide benefits to walking and cycling, positive impacts on the protected characteristics of age and disability have been identified. These positive impacts arise from the schemes providing improved walking and cycling infrastructure leading to improved safety and journey experience of these modes.

Where schemes provide benefits to public transport, positive impacts on the protected characteristics groups of age, disability and sex have been identified. These positive impacts arise from the schemes providing improved bus services and accessibility to bus services. With respect to age, the improvements coupled with improved timetable reliability, will help ensure that public transport is a viable option. With respect to disability, the schemes will benefit those with disabilities who use or wish to use public transport, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes. With respect to the protect characteristic of sex, the schemes will have a positive impact on women who are the larger proportion of bus users.