

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	31 March 2016
Title:	Botley Bypass Progress Update
Reference:	7285
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this report is to confirm the historic route for the bypass taking into account design updates which have been made at the western end to reduce impacts on third parties. The report sets out key changes in circumstances which have taken place further to the Executive Member Reports in March 2012 and December 2013, which now provide justification for the scheme progression in the shorter rather than longer term. The report seeks approval to undertake consultation on the preferred route for Botley Bypass, and subject to no over-riding objections being received to progress the scheme in order to help accelerate development. The report seeks approval for the progression of all necessary scheme design and development work and to identify and pursue funding opportunities for the scheme.

2. Introduction

2.1 Botley experiences a significant amount of through traffic using the A334 Botley High Street en route between the Fareham area and the wider Eastleigh, North Hedge End areas and Winchester in the north. Traffic congestion particularly during peak periods contributes towards air quality problems and severance for pedestrians. The High Street has been identified by Eastleigh Borough Council as an Air Quality Management Area. Forecast levels of new development in the wider Botley area over the next 20 years combined with traffic growth generally will only compound existing traffic problems in the area. The completion of Whiteley Way associated with the build out of the proposed North Whiteley development, is also likely to increase through traffic in the Botley area. For these reasons the justification for a bypass for Botley is now much greater than in previous years. A location plan is included at Appendix C.

- 2.2 The historic route for the Botley Bypass is located to the north of Botley and would provide an alternative route for through traffic to the A334 Botley High Street and hence would provide significant traffic relief to the village centre. The bypass will connect to Woodhouse Lane at the western end of the scheme with a new roundabout, heading east and crossing Winchester Street west of Holmesland Lane with a new priority junction. This section has been revised slightly from the historic route in order to reduce impacts on third parties. The scheme then runs towards and in parallel to the Botley railway line, heading towards and crossing the River Hamble via a new bridge. It then heads south to the west of Bottings light industrial estate, before turning east again to join the A334 where a new roundabout connection will replace the existing A335/A3051 priority junction. Woodhouse Lane would be widened as part of the scheme. The bypass will be 7.3m wide and designed with a 40mph speed limit. Scheme plans showing the historic alignment and also the modified and currently preferred alignment are included at Appendix C.

3. Background

- 3.1 Whilst a route for the Botley Bypass has been identified for many years, its priority status has been changeable over time in light of decisions regarding the quantum, allocation and abandonment of development land in the vicinity. The key recent decisions are summarised below.
- 3.2 In March 2012 the Executive Member for Environment and Transport recommended that Winchester City Council and Eastleigh Borough Council be advised that there was no transport related justification for a Botley Bypass in relation to then proposed development in the Hedge End/Boorley Green or North Whiteley areas, and hence no likelihood of a bypass being required, funded or delivered within the Local Plan period. It was further advised that safeguarding for the scheme should not therefore be included in the Local Plans at that time and that a bypass should be regarded as a longer term aspiration subject to review whilst formal abandonment was premature.
- 3.3 In December 2013 the Executive Member for Economy, Transport and Environment updated the position from the previous year and recommended to Eastleigh Borough Council and Winchester City Council that the safeguarding of land for the route of the proposed Botley bypass should be considered as part of their emerging Local Plans. The report stated that whilst the scheme should remain as a long term aspiration, in light of updated Planning Policy Guidance an updated position in respect of the bypass should now be taken, which would enable the road to be reassessed in the future should further evidence or suitable funding sources become available.
- 3.4 Since 2013 a number of factors have changed which have a bearing upon the justification for and need to accelerate the delivery of a Botley Bypass.

The respective Planning positions of both Eastleigh and Winchester are material in this respect and are set out below.

Eastleigh Borough Planning Context

- 3.5 Land for a Bypass was identified for safeguarding at Policy 91T in the adopted Eastleigh Local Plan Review Document (2001-2011). (See Appendix C) This policy was identified to be rolled forward into the Local Plan (2011-2029) where it was included at Policy BO3 where an indicative route was reserved for a new road bypassing Botley to the north. Fundamentally the Eastleigh Borough Local Plan covering the period 2011-2029 was not supported by the Inspector because it did not provide sufficient housing.
- 3.6 A new Local Plan which covers the period to 2036 is now being prepared by Eastleigh Borough Council which allows for the provision of a significant number of new homes over and above the 10,000 allocated in the previous Local Plan. The Borough Council is considering the allocation of a number of housing development sites in the Botley area including sites adjacent to the route identified for safeguarding the Botley Bypass. Sites HE1 and BO2 were previously identified for allocation in the Local Plan to 2029 and without pre-empting the outcome of the Issues and Options consultation, these could be taken forward into the emerging Local Plan to 2036. The sites would facilitate the development of 1,500 new homes along with the provision of a new primary school.
- 3.7 Associated with the additional growth there is inevitably a requirement for an uplift in the existing transport infrastructure across the Borough, including in the Botley area, in the form of both new and improved existing transport mitigation. Congestion on the A334 in Botley Village is set to increase along with air quality management issues caused by high volumes of through traffic, particularly in peak periods.
- 3.8 In light of the above, and also other emerging considerations throughout Eastleigh, a comprehensive review of strategic transport requirements for Eastleigh Borough over the extended plan period commenced last summer, and an interim study has recently been completed. The review has been undertaken using the Solent Transport Sub Regional Traffic Model (SRTM) which takes into account both individual and the combined impacts of potential development sites, then forecasts additional transport demand and identifies areas where improvements are likely to be required. It is the combined impacts of the forecast additional development that has been shown in recent testing to provide an updated justification for a bypass for Botley compared to previous testing for the area, which was based upon a reduced scale of development.
- 3.9 The review also considered feasibility design options for potential transport mitigation schemes where a need was identified through the SRTM, to help inform the Borough Council's decision regarding which sites to allocate in

the emerging Local Plan. An Eastleigh Strategic Transport Study (ESTS) Interim Report has been produced based upon the SRTM assessment which is intended to form part of a robust evidence base for the Local Plan. The report includes a route for Botley Bypass which is identified as being required in order to accommodate future levels of increased traffic in the area.

- 3.10 An Eastleigh Strategic Transport Study (ESTS) Preferred Option Report will be produced following a review of responses to the Issues and Options consultation, and a report will be prepared for the Executive Member for Environment and Transport in the summer 2016 seeking approval for the document.
- 3.11 The emerging Local Plan to 2036 is likely to include a safeguarding for Botley Bypass based upon enhanced justification linked to increased development in the area. A Botley Bypass would help accommodate increased traffic in the area associated with new development across the Borough generally, and would also help to accelerate development on adjacent potential development sites. A Botley Bypass would provide a viable alternative route for traffic currently travelling through Botley (avoiding the central area of the village), would provide environmental improvements for the area including air quality improvements, and would reduce severance for pedestrians.

Winchester Planning Context

- 3.12 The Winchester City Council Local Plan Part 1 was adopted in November 2012. At the Examination in Public, the Inspector concluded that it seemed wise for Winchester City Council to retain the safeguarding of the intended route for a Botley Bypass (under saved policy T12 of their former Local Plan and shown at Appendix C) pending the final outcome of the full transport assessment for North Whiteley and other work currently being undertaken for Eastleigh Borough Council. Given the changed national planning position at that time, the recommendation was accepted.
- 3.13 Winchester City Council is now preparing their Local Plan Part 2. Comments have been forwarded to Winchester City Council to reflect the Highway Authority position and in respect of updating the safeguarding policy to reflect the increased justification for the scheme in the shorter term. Policy SHUA5 safeguards land for the construction of the part of the bypass within the Winchester area and specifies that the City Council will work closely with all parties to assist the delivery of this road. A combination of increased and revised development allocations in the vicinity of the proposed bypass, along with the long awaited connection of Whiteley Way through to Botley Road which will provide additional connectivity for the bypass through to the M27, have helped provide enhanced justification for the scheme. Winchester City Council are, however, seeking greater certainty regarding the deliverability and financing of the scheme.

- 3.14 Whilst there are no allocations for development adjacent to the bypass within the Local Plan at this time, it is possible that objection sites could emerge through the Planning process further to representations reflecting developer interest in bringing forward 20,000sqm of B1, B2 and B8 employment along with a Residential Care Home on land adjacent to the eastern part of the bypass. The status of this land remains unallocated at this stage of the Planning process.
- 3.15 A further key issue which has a bearing upon the need for a Botley Bypass is the planned completion of Whiteley Way in 2018/19 associated with the build out of the North Whiteley development and additional traffic forecast to be generated by this site. Whiteley Way will provide a connection through to Botley Road from the M27 Junction 9. The Botley Road connection will provide a much needed alternative for trips with an origin / destination in the North Whiteley development to the M27 Junction 9, which will have a bearing upon the predicted traffic flows in the Botley area.

4. Finance

- 4.1. It is anticipated that the total scheme cost will be in the order of £22-24m. An Expression of Interest was submitted to the Solent LEP in November 2015 for approximately 50-55% of the total cost with the intention that the remaining proportion will be secured through local public and private sector contributions. Confirmation of funding from the LEP along with the early confirmation of funding agreements will be sought to facilitate the acceleration of the delivery of the bypass. It would be inappropriate to pre-determine the proportions of respective contributions at this stage in advance of the negotiating and planning process, hence figures are not specified in this report. Discussions will be undertaken with the developers of adjacent land holdings and any other relevant nearby sites in respect of highways matters, as well as obligations associated with the bypass, at the appropriate time in the planning process and prior to scheme construction.
- 4.2. In February 2016 the Solent LEP invited the Botley Bypass scheme promoters to come forward with an outline business case as one of 9 schemes out of 40 to be taken forward to the next stage towards securing funding through the third round of the Local Growth Fund. A caveat was attached which specified that this was not an indication of or commitment to fund the project and that all business cases should be developed at the risk of the project proposer. The Outline business case is required to be submitted by 22 April 2016.

5. Future direction

- 5.1. In order to meet Solent LEP deadlines for Outline Business Case preparation, and to be in a state of readiness to enable the completion of a Full Business Case, further scheme design and development work is required over the next 12 months.

- 5.2. Consultation will be necessary to inform the next stages of design. Engagement with impacted land owners will be undertaken to ensure appropriate mitigation measures form part of the design process.
- 5.3. As part of the next stages of scheme development, time constrained environmental surveys and surveys necessary to inform the design process, which will include the preparation of an Environmental Impact Assessment, will necessitate access onto third party land and appropriate notifications will be made in this respect.
- 5.4. Following the consultation process, a further report will be presented to the Executive Member for Environment and Transport in the Autumn.
- 5.5. The County Council will work with developers of adjacent land where appropriate in order to ensure the optimum approach through the planning process.

6. Recommendations

- 6.1. That the historic route for a Botley Bypass together with design updates at the western end, as identified on the plan at Appendix C, be confirmed.
- 6.2. That authority is delegated to the Director of Economy, Transport and Environment to progress necessary design and development work for the scheme, and that Eastleigh Borough Council and Winchester City Council be notified of the alignment and asked to make appropriate provision in their Local Plans.
- 6.3. That in order to inform the design process, approval be given for consultation to be undertaken on the preferred route for the Botley Bypass as identified on the plan in Appendix C.
- 6.4. That a report on the outcome of the consultation be submitted to the Executive Member for Environment and Transport in the Autumn.
- 6.5. That authority is delegated to the Director of Economy, Transport and Environment to identify and pursue funding opportunities and produce business cases for the scheme working with neighbouring developers where appropriate in order to accelerate delivery.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
EMET – The Highway Authority response to major development at Botley and North Whiteley	3753	6.3.12
EMETE - Safeguarding of land for the route of the Botley bypass	5440	10.12.13
Direct links to specific legislation or Government Directives		
<u>Title</u>		<u>Date</u>
None		

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.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. 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 under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

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

1.2. Equalities Impact Assessment:

At the current stage of development the delivery of a Botley Bypass is not yet guaranteed and will be subject to further executive approvals, Planning Permission, and the allocation of funding, all of which should involve the development of Equalities Impacts Assessments as proposals develop. Should the scheme go ahead then it will provide positive benefits for residents of Botley, reducing through traffic and associated air quality and congestion related impacts in an identified AQMA and central area. Benefits will apply to all residents in the central area.

2. Impact on Crime and Disorder:

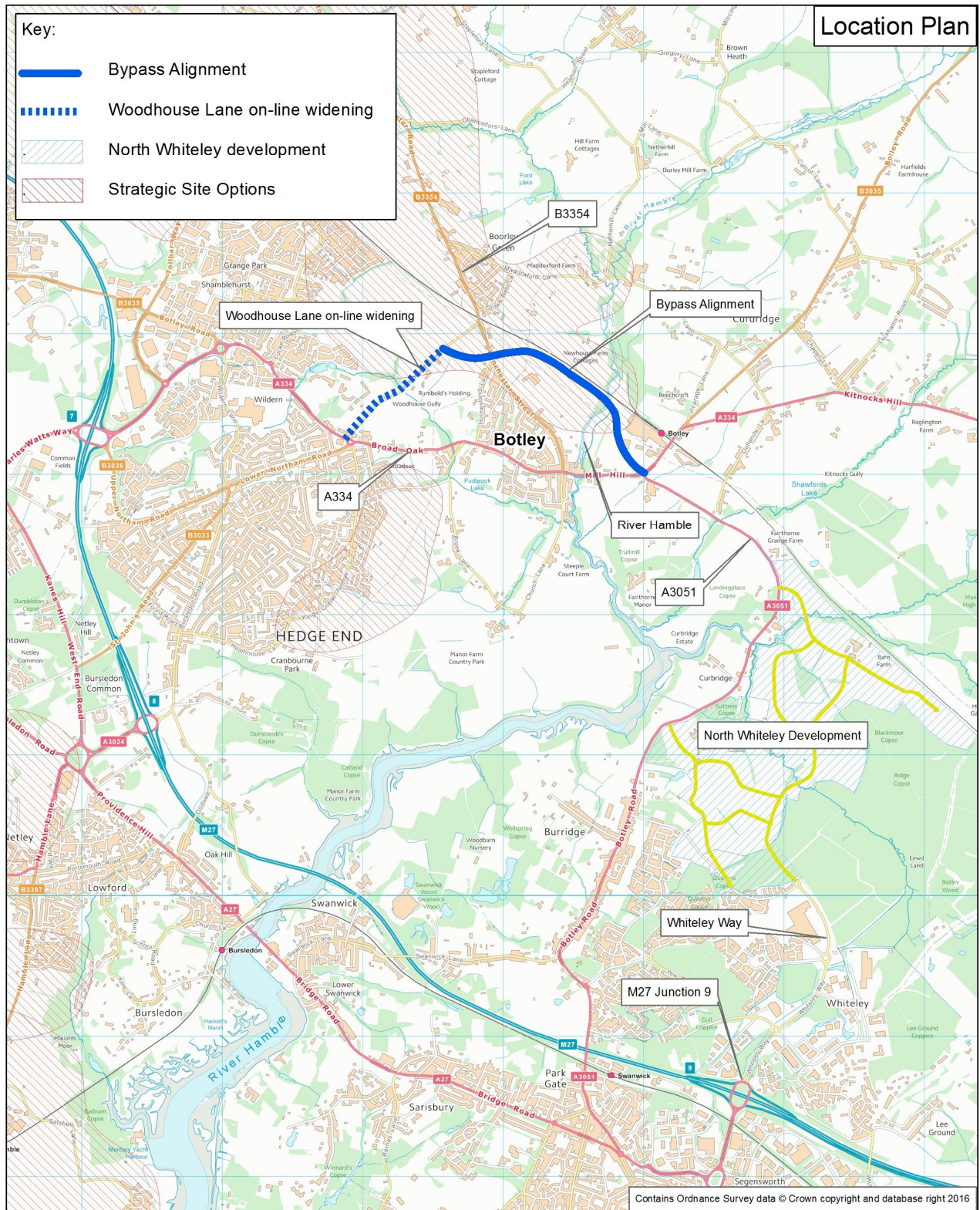
2.1. The decision will not have any direct impact upon crime and disorder.

3. Climate Change:

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?


The proposed Botley Bypass if approved will help reduce congestion and delay and improve journey times for through traffic. The scheme will help improve air quality in an identified Air Quality Management Area in central Botley.



Title: Botley Bypass Location Plan

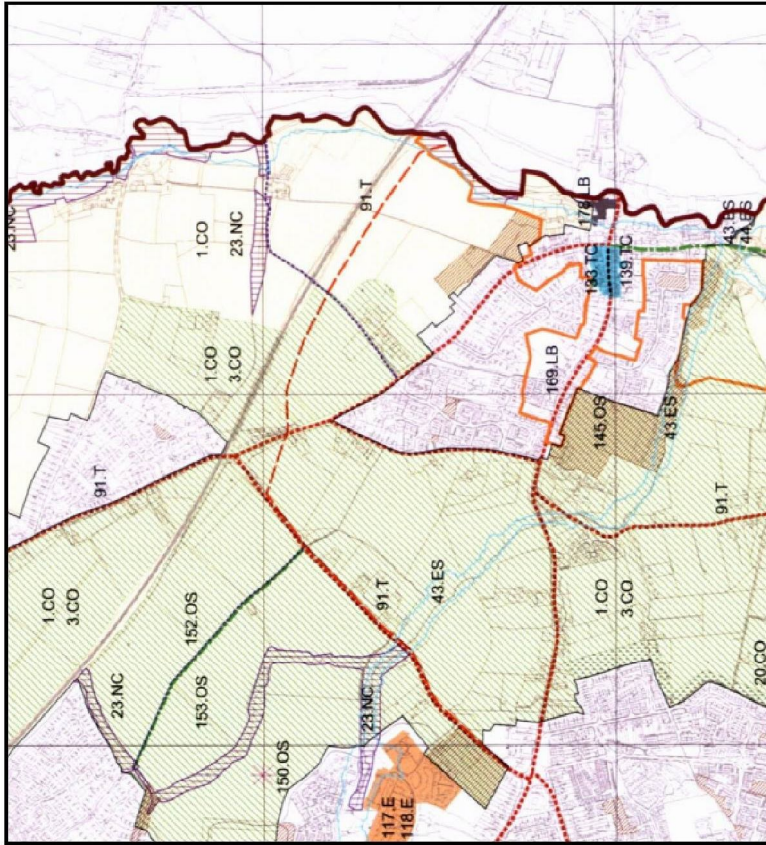
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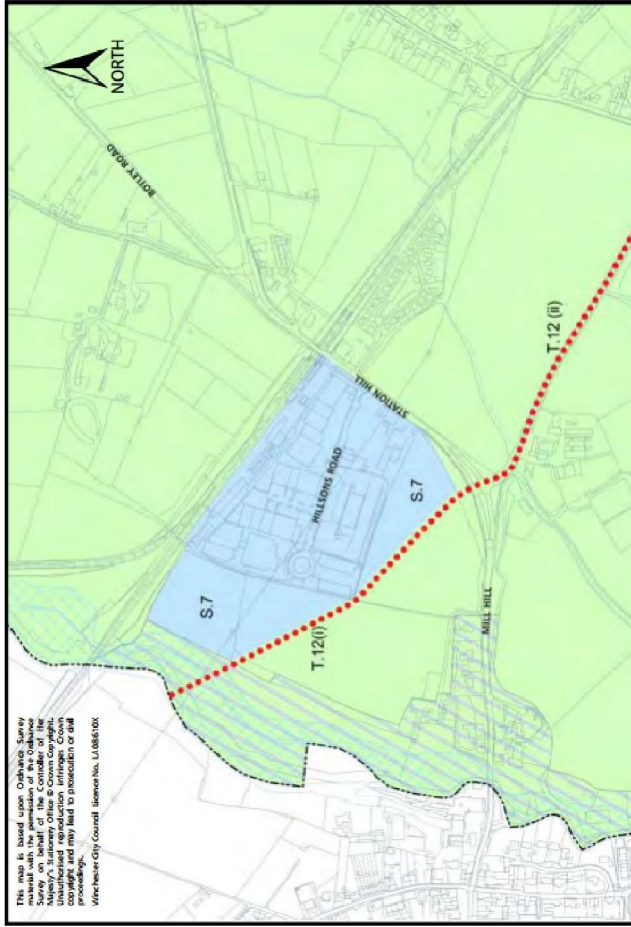
Hampshire
County Council

Economy, Transport & Environment.



Safeguarded route of Botley Bypass (Policy 91.T of the Eastleigh Borough Local Plan 2001-2011 Adopted 2006)

Map extract from Eastleigh Borough Local Plan Review 2001-2011 Proposals Map



Safeguarded route of Botley Bypass (Policy T12 of the Winchester District Local Plan Part 1 - Joint Core Strategy Adopted 2013).

Map extract from Inset Map 6 of the Winchester District Local Plan Joint Core Strategy Policies Map

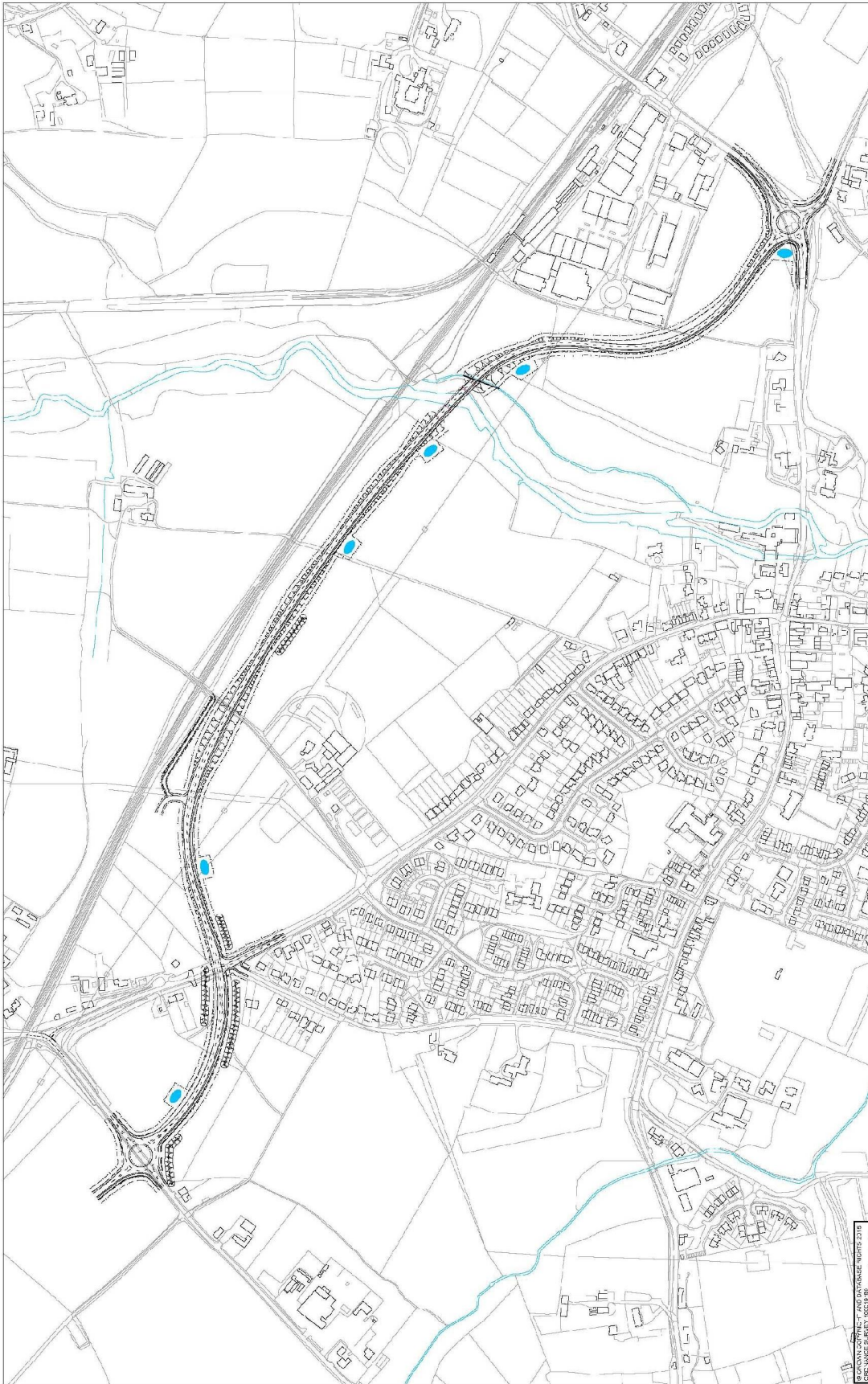
Title: Botley Bypass Safeguarded Route

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Title: Botley Bypass Alignment

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