

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	5 November 2013
Title:	Project Appraisal: Newgate Lane Fareham (Northern Section)
Reference:	4716
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval for the implementation of improvements to the Northern section of Newgate Lane between the junctions of Palmerston Drive and Tanners Lane at an estimated cost of £6.479million. The scheme forms the first phase of planned improvement works to the Newgate Lane corridor that aim to improve strategic access to Gosport and support the development of the Solent Enterprise Zone at Daedalus.
- 1.2. The proposals provide capacity enhancements on the busy northern section of Newgate Lane to provide two lanes in each direction, with associated junction improvements at the existing roundabout junctions with Longfield Avenue/Davis Way, and at Speedfield Park/HMS Collingwood. The improved off-road pedestrian and cycle facilities are included to provide valuable links between the Eclipse/BRT route and the existing pedestrian and cycle route linking Newgate Lane with Tukes Avenue and Gosport beyond.
- 1.3. Traffic modelling work has been undertaken to assess the performance of ten options for junction and link improvements at the Longfield Avenue and Speedfield Park junctions. Options considered included traffic signals, roundabouts and various combinations, utilising traffic flow data forecasts to 2026. All of the options considered beyond those incorporated into the proposals as presented were rejected on the basis of insufficient capacity given traffic demands, safety, pedestrian crossing activity or physical constraints such as land, geometry and existing accesses.
- 1.4. The scheme aims to improve journey time reliability over this section of Newgate Lane by increasing capacity and accessibility, both in terms of motorised and non-motorised users. The proposals form the first part of a series of planned improvement schemes that aim to improve access to Gosport and the Solent Enterprise Zone. As such these first stage

improvements should be considered in the context of the existing constraints located to the north and south of the improvement scheme, and the wider strategy to address these. This includes the existing bridge over the Eclipse/BRT route and the associated northbound junction with the A32 Gosport Road. To the south, the existing width and alignment of the southern section of Newgate Lane remains a constraint until further improvements currently in development come to fruition. Pedestrian and cycle accessibility will be improved by the provision of the proposed facilities, particularly in terms of the linkage between the Eclipse/BRT route and the route to Bridgemarky. Further improvement of Newgate Lane towards the Peel Common roundabout will help to realise and extend, in the longer term, the benefits of the proposals that are the subject of this report.

2. Background

- 2.1. A report to the Executive Member for Environment and Transport dated 6 March 2012 established a broad access strategy in response to development proposals at the Solent Enterprise Zone (Daedalus) and wider traffic congestion on the Gosport peninsula. In the short to medium term, this promoted the B3385 Newgate Lane as the link between the Enterprise Zone and both the strategic road network at M27 Junction 11, and the Fareham railway station.
- 2.2. The development of the Solent Enterprise Zone at the Daedalus site has underlined the need to address the existing transportation issues both in the context of Newgate Lane itself and in terms of access to Gosport, by providing good quality transportation links to the wider strategic transport networks. This scheme marks the first stage of the planned improvements to Newgate Lane to form part of this wider strategy, which will integrate with later phased improvements to the southern section of Newgate Lane and the Peel Common roundabout.
- 2.3. Further improvements to the western access to Gosport are currently being developed which include proposals for a bypass around Stubbington together with improvements to the A27 corridor, particularly west of the Titchfield Gyratory, to the M27 Junction 9 at Segensworth and Whiteley.
- 2.4. The proposals for the bypass around Stubbington are at an early stage of development, and separate work is currently in hand to develop those proposals. Earlier work undertaken by the County Council identified three principal route corridors for a bypass around Stubbington, of which two overlap with Newgate Lane, these being the Blue route, which takes access westwards from Newgate Lane to the north of the Peel Common Wastewater Treatment Works, and the Green route, which take access to the west via Longfield Avenue.
- 2.5. As work on the preferred corridor of interest for the bypass around Stubbington develops, the appropriate level of improvement for the southern section of Newgate Lane, between Tanners Lane and Peel Common

roundabout will become clearer. At this stage however the route provides an important link in terms of the strategic access to the Gosport peninsula, which is a theme emerging from the recent public consultation events.

- 2.6. The northern section of Newgate Lane is defined as that part between its junction with Palmerston Drive at the northern end, and the junction with Tanners Lane at the southern end. The route is predominantly urban in nature where the western side is fronted by the HMS Collingwood Royal Navy training establishment, and the eastern side being predominantly retail and industrial land use. Both are major centres of employment and when combined with the retail and industrial developments become significant traffic attractors in the area.
- 2.7. The northern section of Newgate Lane is currently laid out as a single carriageway with one traffic lane for each directional flow with small priority controlled roundabouts at the principal junctions along the route, namely Longfield Avenue/Davis Way, and Speedfield Park. A priority controlled junction with Frankport Way lies on the eastern side of Newgate Lane between the two roundabouts and provides access to the Collingwood retail park.
- 2.8. Longfield Avenue is on the western side of Newgate Lane and serves as a distributor road providing access to/from the southern fringes of Fareham and beyond. At this roundabout junction with Newgate Lane, Davies Way provides access on the eastern side to the Newgate Lane Industrial Estate, which links around to further industrial and retail units on Sharlands Road.
- 2.9. The existing roundabout junction with Speedfield Park roundabout provides access to the retail parks on the eastern side of Newgate Lane, and forms the main access junction to the Royal Navy training establishment at HMS Collingwood on its western side.
- 2.10. Newgate Lane is currently laid out as a single carriageway with one lane for each directional flow with priority controlled roundabouts at the principal junctions along the route, namely Longfield Avenue, and Speedfield Park. The route currently experiences typical traffic flows in excess of 25,000 vehicles per day (based on 24 hour/5 day average), with the busiest section being between the Longfield Avenue and Speedfield Park roundabouts.
- 2.11. Based on data collected in 2011/12, Newgate Lane during the morning peak (0700-0900), is the 12th most congested traffic route (measured in terms of total vehicle delay) in Hampshire, and during the evening peak (1600-1800) is the 9th most congested route in Hampshire; in both cases the more congested routes are primarily either motorways, trunk roads or major links to motorways.
- 2.12. The heavy vehicle flows continue throughout the working day but are characterised by particularly heavy flows in the morning and evening peak times, where in the morning peak (0700 – 0900 hours) a northbound stop/start rolling queue extends from Speedfield Park roundabout back to and

through the Peel Common roundabout. In the evening peak (1600 – 1800 hours) similar queues form in the southbound direction, particularly on the approaches to the Longfield Avenue, Speedfield Park, and Peel Common roundabouts. The rolling queues can be exacerbated by the presence of on-road cyclists when a combination of the existing alignment and heavy oncoming traffic flows prevent overtaking opportunities. The route is therefore heavily congested and journey time reliability is adversely affected.

- 2.13. The existing route is lit by street lighting and a 40mph speed limit exists over the length of the Newgate Lane, reducing to a 30mph speed limit northwards from near the junction with Palmerston Drive. Footways are provided along both sides of the road over the northern section, whereas to the south of the Speedfield Park roundabout footway provision is reduced to a rural footway on the east side of the road to a point approximately half way towards Peel Common roundabout where the footway continues on the west side of the road. This creates a problem for pedestrians who have to cross the busy road to continue their journey. The route is served by public transport and limited bus stop facilities exist along the route.
- 2.14. A cycle route connects the Bridgemaury residential area to Newgate Lane south of the Speedfield Park roundabout where there is an existing signal controlled pelican crossing, linking to the HMS Collingwood site.
- 2.15. The location of the scheme is illustrated on the attached location plan. Drawings showing the proposed road layout for the northern section of Newgate Lane will be displayed at the meeting.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	700	11	Developer contributions	500
	Client Fee	150	3	Growing Places Fund	2600
	Supervision	360	6	LTP	2379
	Construction	5269	80	Operation Resilience	1000
	Land	Nil	0		
	Total	<u>6479</u>	<u>100</u>	Total	<u>6479</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	402	0.366
	Capital Charge	402	0.263
	Total Expenditure	<u>804</u>	<u>0.629</u>

3.3. The County Council's Capital Programme 2013/16, as approved by the Executive Member for Environment and Transport on 22 January 2013, and by Cabinet on 8 February 2013, allocates £8.5 million to the Newgate Lane Major scheme. Details of the budget allocation are set out below:

Budget Source	Allocation
HCC Local Transport Plan Funding	£3,500,000
HCC Developer Contributions	£2,400,000
Solent Local Enterprise Partnership - Growing Places Fund	£2,600,000
Total	£8,500,000

3.4. Part of the budget allocation will fund this first stage of the improvement works to Newgate Lane, with the remainder currently allocated to the future improvements to the southern section of Newgate Lane and Peel Common roundabout. It is proposed that, as funding opportunities arise, further bids will be made to support these funding allocations and the delivery of schemes that are consistent with the local transport infrastructure plan (October 2013).

3.5. An additional budget allocation of up to £1million from the 2014/15 Operation Resilience planned highway maintenance programme will be allocated to the improvement works to Newgate Lane. This will also be included in the next Capital Programme report.

4. Programme

4.1. The delivery of the scheme proposals is in line with the original programme, with a start of works planned for the last quarter of the current financial year. This will commence in January 2014 with initial site clearance operations, followed by advance works to undertake the necessary alterations and diversions of public utility plant and equipment.

4.2. A contract for the main engineering works will be awarded to enable a commencement of main contract works in April 2014.

4.3. The works are expected to take approximately 40 weeks to complete. In order to minimise traffic disruption during the course of the construction phase, work will be restricted during peak traffic times to ensure the existing number of traffic lanes remain open, and night work will be undertaken where appropriate.

5. Scheme Details

5.1. The proposed improvement scheme provides an increase in road capacity by providing two lanes in each direction between points just north of the

roundabout junction with Longfield Avenue, and to the north of the junction with Tanners Lane at the southern end.

- 5.2. This includes enlargement of the roundabout at the Longfield Avenue junction to provide two circulating lanes and two lane entries and exits on the Newgate Lane arms of the junction. North of the roundabout, the two northbound traffic lanes will merge into one lane to continue north towards the flyover bridge over the Eclipse/Bus Rapid Transit route and join the A32 Gosport Road. Southbound traffic will be able to approach the roundabout in two lanes and proceed in two lanes across the roundabout to continue southwards in two lanes along Newgate Lane.
- 5.3. Revisions to the existing roundabout at the junction with Speedfield Park, to provide two southbound ahead lanes and one extended left turn lane towards the retail parks. This includes removal of the existing access road to HMS Collingwood to create a northbound bypass lane where traffic does not have to give way to traffic circulating at the roundabout. The roundabout is still directly accessible from the south in order to make the right turn to the retail areas in Speedfield Park.
- 5.4. Provision of a new traffic signal controlled junction outside the existing (and closed) southern entrance to HMS Collingwood, including two ahead lanes in each direction and a right and left turn lane into the military establishment. The traffic signals will incorporate a staggered pedestrian and cycle crossing stage, to retain the link between the military base and the existing pedestrian and cycle route towards Tukes Avenue in the Bridgemary area.
- 5.5. South of the junction the two southbound traffic lanes will merge into one to join the existing road alignment of Newgate Lane just north of Tanners Lane. This is also the point where the northbound side diverges from the existing single lane to two northbound lanes on the approach to the new traffic signal controlled junction outside HMS Collingwood. To the north of the signals the nearside traffic lane then bypasses the Speedfield Park roundabout, whilst the offside lane links to the existing roundabout, where traffic will give way and then either continue northwards along Newgate Lane or turn right towards Speedfield Park.
- 5.6. The existing northbound and southbound bus lay-bys outside HMS Collingwood, which are timed stops, will be incorporated into this revised layout.
- 5.7. The revised access to HMS Collingwood will include accommodation works to modify their existing security fence, approach road, vehicle search area, and coach and taxi waiting areas. Traffic emerging from the base and wishing to travel south will use the new traffic signal controlled junction, however traffic travelling north will be able to join the new roundabout bypass lane under priority control.
- 5.8. Off road shared use pedestrian and cycle facilities at 2.5 metres wide with a 0.5m wide separation margin will be provided on both sides of Newgate Lane

from the junction with Palmerston Drive to the new traffic signal controlled junction outside HMS Collingwood. This will form a valuable link between the Eclipse/Bus Rapid Transit route (where cycling is permitted), and is accessed via Palmerston Drive, to the existing cycle route from Newgate Lane to Tukes Avenue, the Bridgemary area and Gosport beyond.

- 5.9. A new 2.5m wide footway will be provided on the west side of Newgate Lane from the new traffic signal controlled junction outside HMS Collingwood southwards to Tanners Lane and beyond to a point where the existing footway commences and continues southwards along the remainder of Newgate Lane. This will involve piping sections of the existing ditch that is located along the western side of the road.
- 5.10. The provision of formal signal controlled pedestrian and cycle crossing facilities in the new traffic signals outside HMS Collingwood reflects the road crossing demand in this area from pedestrians and cyclists. Surveys identify that pedestrian activity is lower along the remainder of the route and to reflect this uncontrolled pedestrian crossing facilities will be provided; one near the junction with Sharlands Road/Fort Fareham, and one near the junction with Frankport Way, as well as at the roundabout junctions with Longfield Avenue and Speedfield Park. These will assist pedestrians to cross the road to access the bus stops. Once the scheme is completed, pedestrian and cycle crossing activity will be monitored given the new road layouts
- 5.11. The street lighting has recently been improved as part of the Street Lighting Column Replacement Programme, and these new columns will be reused and repositioned in the revised road layouts.

6. Departures from Standards

- 6.1. The scheme has been designed in accordance with national and local standards. There are no departures from these highway standards.
- 6.2. A safety audit has been completed and items identified addressed through the detailed design process. A further safety audit will be undertaken upon completion of the works.

7. Community Engagement

- 7.1. The detailed proposals for the northern section of Newgate Lane scheme were presented to the public and interested parties during a consultation that was undertaken between the 9th July and the 9th September 2013.
- 7.2. The consultation included an overarching strategy for improving access to Fareham and Gosport to support economic growth opportunities such as at the Solent Enterprise Zone at Daedalus. The consultation also included interim proposals to deliver improved traffic capacity and provision for cyclists at Peel Common Roundabout, and initial ideas for future improvement to the western access to Gosport, between the Peel Common Roundabout and the

M27 Junction 9, including potential corridors for a Stubbington bypass, and improved access for the southern end of Newgate Lane.

- 7.3. The consultation comprised drop-in events at local venues, static displays at local libraries and a dedicated website. The drop-in events were held in Titchfield, Lee-on-the-Solent, Stubbington, Peel Common, and at the HMS Collingwood Sports Pavilion over a total of seven days.
- 7.4. Static displays were provided throughout the consultation period at Stubbington and Lee-on-the-Solent libraries and the full exhibition boards were on display for a week at the Gosport Discovery Centre and Fareham Central Library.
- 7.5. For Newgate Lane, respondents were either satisfied or very satisfied with the traffic capacity (58%) and pedestrian and cyclist measures (57%) proposed. Of those respondents who expressed dissatisfaction (14% and 13% respectively), their key concerns were that the proposals should include off road provision for cyclists on a shared footpath for the whole length of Newgate Lane, suggesting that the proposals will simply move the problem elsewhere on the network and that a dual carriageway is required along the whole of Newgate Lane.
- 7.6. In total, 255 comments have been received on the Newgate Lane proposals. These have been reviewed and where appropriate are being used to make refinements to the detailed design for this scheme. A full report of the consultation methodology, results, comments and conclusions will be published separately.
- 7.7. Local County Councillors from Fareham and Gosport have attended briefings on the proposals. Those Members, together with District Councillors from Fareham Borough Council and Gosport Borough Council were invited to a preview event on 5th July, designed to inform elected Members about the consultation events and enable them to view and comment on the proposals.
- 7.8. The proposals for the northern section of Newgate Lane predominantly fall within the County Division of Crofton and also partly within the County Division of Fareham Town. The proposals are supported by Councillors Wood, Latham and Ringrow.
- 7.9. The Executive of Fareham Borough Council considered a report on the proposals on 2 September 2013 and resolved:

To “support the proposed improvements to Newgate Lane north which have already secured funding and which need to be quickly expedited to support planned development at the Solent Enterprise Zone at Daedalus.”
- 7.10. In a letter, the Chief Executive of Gosport Borough Council has identified the proposed improvements to the Newgate Lane corridor as an absolute priority, and concludes that with regard to the northern section of Newgate Lane “the scheme has good potential to reduce delays and improve journey time

reliability between Fareham and Gosport, however some improvements in pedestrian and cycle crossing facilities need to be considered in the vicinity of Longfield Avenue”.

- 7.11. In order to minimise traffic disruption during the course of the construction phase, work will be restricted during peak traffic times to ensure the existing number of traffic lanes remain open, and night work will be undertaken where appropriate. Roadworks of the magnitude proposed will inevitably bring some disruption to the travelling public. However, the proposal is to develop a traffic management plan which can be supported by local workplace travel planning that focuses on the local business areas on Newgate Lane in order help minimise travel disruption.
- 7.12. A website will be established and regular media releases issued in order to keep local residents and businesses informed about local traffic management arrangements and the progress of the works.

8. Statutory Procedures

- 8.1. Fort Fareham is located on the north-west side of the existing Newgate Lane/Longfield Avenue roundabout, with access from Newgate Lane, and is a Scheduled Ancient Monument (SAM). Works to form the proposed shared use footway/cycleway on the west side of Newgate Lane are contained within the highway boundary which overlaps with a small part of the footprint of the SAM. Whilst the proposed works are minor in nature and involve paving the existing 1 metre wide grass verge between the existing carriageway and footway, formal noticing to the landowner is required, and consent is required from English Heritage. On-going discussions indicate that consent will be forthcoming as the impact on the SAM and its setting, is minimal given that the back line of the footway is unchanged by the proposal.
- 8.2. The proposed works include extending the existing culvert which is at the head of the Hoeford Stream, which drains into Fareham Creek and Portsmouth Harbour. This watercourse is classified as a main river and accordingly approval is required from the Environment Agency to undertake this work, which will be forthcoming.
- 8.3. On Newgate Lane, near HMS Collingwood, where road widening is proposed, and on the section south of Tanners Lane, where it is proposed to provide the missing footway link on the west side of Newgate Lane, there are open ditches that will need to be piped and covered. As these are classified as ‘Ordinary Watercourses’ approval is being sought to undertake this work from the relevant section of the County Council as Lead Local Flood Authority.
- 8.4. A formal Screening Opinion is being sought from the County Planning Officer under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011. Work to develop an environmental scoping report for these proposals has been developed which sets out the environmental impact of these proposals, in terms of air quality, cultural

heritage, landscape, nature conservation, geology and soils, materials, noise and vibration, effects on all travellers, community and private assets, road drainage and the water environment.

- 8.5. Based on preliminary surveys and assessments the environmental impact of these proposals is expected to be low, however a formal screening opinion is being sought, to ensure that the relevant authorities are content.
- 8.6. No other statutory procedures, such as planning permission, are required to implement this scheme.

9. Land Requirements

- 9.1. The HMS Collingwood currently takes access from Newgate Lane via the existing roundabout junction with Speedfield Park. The access road currently includes access and security facilities for the military base which will require modification in order to accommodate the proposed highway layout at the Speedfield Park roundabout.
- 9.2. The access will be revised so that access to HMS Collingwood will be taken from the proposed traffic signal controlled junction south of the Speedfield Park roundabout. This will necessitate reconfiguration of the existing access and security facilities on a like for like basis. These works are off the public highway and responsibility for their maintenance in the future will become the responsibility of the Defence Infrastructure Organisation. Future access for traffic signal maintenance will however be required.
- 9.3. The proposals for the northern section of the Newgate Lane are predominantly accommodated within the existing highway boundaries, with the exception of two small areas of land fronting the HMS Collingwood site, which are proposed to be dedicated for highway purposes by the Secretary of State for Defence.
- 9.4. Various meetings have taken place with representatives of the Defence Infrastructure Organisation and the Royal Navy, including a meeting with the base Commander, Commodore Mansergh. Written approval to the proposals in the form of an 'Agreement in Principle' has been achieved.
- 9.5. Details terms for a 'Deed of Grant' and 'Deed of Dedication' are currently being developed by officers from the County Council's Property Services and Legal Practice with the Defence Infrastructure Organisation to formalise the land dedications and the permanent and temporary access arrangements required to undertake the off-site works.
- 9.6. Subject to this Project Appraisal being approved, the dedication of land and grant of rights by the Secretary of State for Defence required to implement the proposals shall be included in the Schedule of Routine Transactions to be submitted by the Director of Culture, Communities and Business Services to the Executive Member for Policy and Resources for approval on 12 December 2013.

10. Maintenance Implications

- 10.1. The proposals will generate increased maintenance pressures which have been calculated at £12,304 per annum and should be taken into account when setting future annual highway maintenance budgets.
- 10.2. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site.

11. Recommendations

- 11.1. That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the northern section of Newgate Lane, as set out in this paper, at an estimated cost of £6,479,000, subject to completion of legal agreements to release Solent Local Enterprise Partnership funds.
- 11.2. That the new sections of shared use footway/cycleway as proposed on either side of Newgate Lane between Palmerston Drive and Tanners Lane be incorporated into the Highway network under Section 65 and Section 66 of the Highways Act 1980.

LTP3 Priorities and Policy Objectives

3 Priorities

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

14 Policy Objectives

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

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

Other

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

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>
Executive Member for Economy, Transport and Environment Public consultation on highway proposals for Newgate Lane and Peel Common, Fareham and Western Access to Gosport	4933	11 June 2013
Executive Member for Environment and Transport Newgate Lane Fareham, Major Improvement Scheme – Proposed Alignment Options	4783	2nd April 2013
Executive Member for Environment and Transport Daedalus Transport Proposals	3760	6 March 2012
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

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

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

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) when developing Hampshire's highway network and transport systems.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. It is considered that the decision will have no impact on crime and disorder.

3. Climate Change:

- 3.1. How will the proposals impact on our carbon footprint / energy consumption?

Improved accessibility and reduced congestion and improved journey time reliability arising from the scheme proposals will assist in reducing our carbon footprint. In addition the provision of improved bus user, cycle and pedestrian facilities will encourage more use of sustainable modes of travel and help to reduce overall 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 proposals seek to optimise the operational efficiency of the transport networks within defined constraints thereby reducing future carbon generation and build in resilience to longer term impacts.