

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	3 November 2016
Title:	Project Appraisal: Newgate Lane – Southern Section
Reference:	7802
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, subject to the final approval of the Local Growth Funding from the Solent Local Enterprise Partnership (SLEP), for the implementation of the scheme to provide a new alignment for the southern section of Newgate Lane at an estimated cost of £9.515million. The scheme forms the third 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 a 1.5 km long, 7.3m wide road on a new alignment for the southern section of Newgate Lane to the east of the existing route, and builds on two earlier stages of improvements to the Newgate Lane corridor; these being the northern section of Newgate Lane which was completed in 2015, and the improvements to the Peel Common roundabout which was completed earlier in 2016. The new alignment for the southern section of Newgate Lane leaves the existing alignment near the junction with Tanners Lane and passes through a combination of playing fields and open farmland before joining the Peel Common roundabout via a new arm of the roundabout.
- 1.3. The new road alignment will effectively remove through traffic from the existing alignment of Newgate Lane, which is semi rural in nature but includes a significant number of residential and business properties located both on Newgate Lane and the adjacent side roads. With the through traffic removed, the existing road will become a local access road serving the existing local properties, which will also enable the route to become suitable for promotion as a cycle route between the northern section of Newgate Lane and the Peel Common roundabout where existing cycle links provide routes to Fareham, Gosport, Lee-on-the-Solent, and Stubbington.

- 1.4. Alternative options considered in the development stage of the scheme included a combination of improvement to the existing alignment of Newgate Lane with a new alignment only at the southern end as the road approaches the Peel Common roundabout. This would have provided a service road to access the properties at the southern end of Newgate Lane and was known as Option A in a public consultation that was undertaken in 2014. The proposed alignment that is the subject of this report was known as Option B in the public consultation and is the preferred alignment both in terms of the outcome of the public consultation and in terms of the scheme outcomes.
- 1.5. The scheme aims to improve journey time reliability over this section of Newgate Lane by increasing capacity for motorised road users and by providing improved opportunities for modal shift to non-motorised users through the provision of an important link in the cycle network. The combination of the improvements to the Newgate Lane corridor form part of the wider strategy to Improve Access to Fareham and Gosport, and improve access to the Solent Enterprise Zone at Daedalus.

2. Background

- 2.1. The B3385 Newgate Lane corridor is one of three main arterial routes that provide road access between Fareham and Gosport and the strategic road network at M27 junction 11. A broad access improvement strategy has been developed in response to development proposals at the Solent Enterprise Zone at Daedalus, and the wider traffic congestion on the Gosport peninsula. The strategy is entitled 'Improving Access to Fareham and Gosport' and the improvements to the B3385 Newgate Lane aim to improve this road corridor and improve the direct road link between the Solent Enterprise Zone and the strategic road network at M27 Junction 11.
- 2.2. The proposal to provide the southern section of the B3385 Newgate Lane builds on two earlier stages of improvements to the Newgate Lane corridor; these being the northern section of Newgate Lane that were completed in 2015, and the improvements to the Peel Common roundabout that were completed earlier in 2016. The two earlier stages of improvement total almost £10 million, and providing the final stage of improvement to the southern section of the Newgate Lane corridor will help to better realise the benefits of the earlier investments.
- 2.3. The existing southern section of Newgate Lane is a single two way road in a semi-rural setting that includes both open farmland and a number of residential and business properties. The route currently carries about 25,000 vehicles a day and given its narrow and in places winding alignment, journey times are generally unreliable especially at peak flow times. This is exacerbated by the number of side roads and vehicular accesses to residential and business properties that hinder the current traffic flows and prove difficult to use. The narrow route also creates delays when cyclists are travelling on road and there is insufficient width to safely pass them.

- 2.4. The proposals aim to provide a 1.5km long, 7.3m wide single two way road on a new alignment for the southern section of Newgate Lane that leaves the existing alignment near the junction with Tanners Lane and passes through a combination of playing fields and open farmland before crossing Brookers Lane near the eastern end of Woodcote Lane and joining the Peel Common roundabout via a new arm. The number of side roads and accesses will be reduced to one junction and a number of field access points. The new alignment will be provided to a higher standard than the existing provision, which together with additional traffic lanes on the approach to the Peel Common roundabout, will significantly improve capacity on the route, and thus improve journey times and journey time reliability.
- 2.5. The existing Newgate Lane is unattractive to cyclists and is currently a missing link in the local cycle network between those available at the northern section of Newgate Lane and those that exist at the Peel Common roundabout. Some cyclists chose to ride on the existing narrow footway on the west side of the road that has not been designated for shared use. However, they do so in order to access the existing routes at the northern section of Newgate Lane that provides routes towards Fareham, as well as those that exist at the Peel common roundabout providing access to cycle routes that lead towards Gosport, Lee-on-the-Solent and Stubbington. As part of the proposals the traffic flows on the existing Newgate Lane will be substantially reduced as it will be closed to vehicular traffic (except cycles) near the junction with Tanners Lane, and at the Peel common roundabout. The removal of through traffic will help to make the route suitable for on-road cycling in a low speed, low flow environment.

3. Finance

- 3.1. The Solent LEP has allocated Local Growth Funding (LGF) to this project of £0.373 million in the current 2016/17 financial year, £5.7 million in 2017/18, £2.627 million in 2018/19 and £0.3 million in 2019/20. This makes a total of £9 million of LGF funding being provided by the Solent LEP. Whilst a funding agreement is in place with the Solent LEP for the current year, the release of the funding in the subsequent years is subject to the making of formal annual funding agreements with the Solent LEP. Current indications are that the funding agreement will be made for the 2017/18 expenditure but will not include the 2018/19 and 2019/20 expenditures, which are expected to be agreed ahead of each of the following financial years.
- 3.2. Excluding the planned advance preparation works, the proposed scheme has an estimated construction period of about 12 months which, if commenced in May 2017, will transcend the two financial years 2017/18 and 2018/19. A single contract for the scheme is required as it will bring economies of scale and provide continuity of delivery that will help to achieve the required spend of the Solent LEP funding within the agreed timescales. A single contract will also enable the whole scheme to be completed and enable construction

activity to be better coordinated, rather than if the main works contract was divided to reflect the pattern of funding provision.

- 3.3. The alternative would be to divide the scheme into two phases. However, this will increase the costs of procurement and provide insufficient construction time within each financial year to achieve the necessary expenditure required to recoup the contributions from the Solent LEP. This in turn could increase the County Council's financial liability for the scheme.
- 3.4. In the event of the third and fourth year funding from the Solent LEP not coming forward (£2.927million), and as there is only very limited potential to reduce the scope of the scheme, given the planning conditions and a need to provide a fully completed road scheme, there is a resulting need for the Economy Transport and Environment (ETE) department to underwrite £2.627million in 2018/19 and £0.3million in 2019/20, which can be identified from existing ETE capital resources, by reprioritising the Capital Programme. This will, however, reduce the ability of the ETE department to provide match funding for other local schemes across Hampshire, and delay or potentially cancel other schemes in the next two years.

3.5	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	1101	11	Local Growth Fund	9000
	Client Fee	265	3	Local Transport Plan	215
	Supervision	340	4	Developer Contribution	300
	Construction	7809	82		
	Land	Inc	Inc		
	Total	<u>9515</u>	<u>100</u>	Total	<u>9515</u>

3.6	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	21	0.019%
	Capital Charge	630	0.377%

4. Programme

- 4.1. The proposals for the new southern section of Newgate Lane in Fareham form part of the County Council's Capital Programme for 2017/18.
- 4.2. It is proposed to acquire the necessary land for the scheme by either completing the negotiations with the landowners, or implementing the approved Compulsory Purchase Order in January 2017. This will enable advance site clearance and localised fencing work to take place ahead of the bird nesting season, and enable the main contract to commence in early

summer 2017, with a duration of about 12 months. Given the existing ground conditions the earthworks for the scheme are best undertaken during the summer months when the local ground water table is lower than in the winter.

- 4.3. The necessary modifications to the playing fields at HMS Collingwood, which form part of the planning conditions for the scheme will be undertaken and completed in March 2017 ahead of the main construction works contract.
- 4.4. Some of the landscape planting, such as in the vicinity of Woodcote Lane is expected to be undertaken during the main construction phase. However, some will be completed in the following planting season after completion of the main contract. The earlier phase of landscape planting work is to enable the planting to become established as soon as possible in order to help reduce the impact of the scheme on neighbouring properties.
- 4.5. The minor works to the existing Newgate Lane, which will include cycle route signing and works to support the prohibition of driving on the existing sections of Newgate Lane to the north of the junction with Tanners Lane, and at the entry and exit from the Peel Common roundabout, will be undertaken once the new road alignment is open to through traffic.

5. Scheme Details

- 5.1. This scheme forms the third of three phases of improvement to the Newgate Lane corridor, the previous being the northern section of Newgate Lane located to the north of the junction with Tanners Lane, which was completed in 2015, and the improvements to the Peel Common roundabout which were completed earlier in 2016.
- 5.2. The proposals provide a 1.5km long, 7.3m wide single two way road on a new alignment to the east of the existing route that leaves the existing alignment to the north of the junction with Tanners Lane and passes southwards through a combination of playing fields and open farmland before joining the Peel Common roundabout via a new arm at the roundabout.
- 5.3. The new road will have 2.0m of grass verges to either side, with drainage swales and balancing ponds, landscaping and fencing. Footways and pedestrian refuges will be provided only in the vicinity of the proposed bus stops on the new road alignment.
- 5.4. At the northern end of the scheme the road passes along the edge and through part of the HMS Collingwood sports fields. Accommodation work to replace the existing boundary fencing on a new alignment will be undertaken and new landscape planting provided on the sports field side of the fence, which will become the responsibility of the owners at the end of the landscape contract maintenance period.
- 5.5. As a result of the scheme the existing layout of the sports pitches will be modified to accommodate the new road. The existing number of pitches will be retained but marked in a revised configuration, and minor works will be

undertaken to improve the condition of the existing pitches through scarification, sand top dressing, over-seeding and selective weed control. A replacement cricket wicket will also be provided in a new position to suit the new configuration of the sports pitches.

- 5.6. At a point approximately 450m south of the junction with Tanners Lane a new side road junction and short link road will connect the existing and new alignments for Newgate Lane. The junction will be priority controlled with priority for north/south traffic moving along the new alignment. A right turn lane will be provided for traffic wishing to enter the existing Newgate Lane, which will be wide enough to enable traffic turning right from the side road (to head south) to do so in two movements if the main road flows are heavy.
- 5.7. The new road crosses Brookers Lane near Woodcote Lane and continues along the western side of the existing Brookers playing fields before joining the Peel Common roundabout. The Brookers playing fields are owned and managed by Gosport Borough Council and the area traversed by the new road has not been developed into useable playing fields in anticipation of this road improvement. New fencing, including high level sports netting, and landscaping will be provided between the new road and the existing sports pitches. The ownership of the new fencing will remain with the highway authority for maintenance, however. The landscaping will pass to Gosport Borough Council upon completion of the five year landscape planting contract.
- 5.8. The approach to the Peel Common roundabout will be flared to provide more traffic capacity at the signals than currently exists on Newgate Lane, with approximately 100m of two lane southbound approach, widening into a further 100m of three lane approach to the new traffic signals at the Peel Common roundabout. Similarly, providing the new arm of the roundabout and closing the existing entry and exit to Newgate Lane will effectively move the entry and exit for the new road further around the roundabout, thereby creating more capacity on the roundabout and enabling traffic to leave the roundabout in two lanes before merging back into one lane to continue northwards along the new road.
- 5.9. The improvements that were completed earlier this year at the Peel Common roundabout made provision for the new arm of the junction to be added, and the revised traffic lane arrangements to support the designations on the approach from the new road, without the need for extensive physical alterations to the roundabout junction. To achieve the revised road layouts it will be necessary to complete some minor alterations to the traffic signs and road marking layout of the roundabout. Some minor work will also be required at the entry and exit to the existing Newgate Lane to support the prohibition of driving there and encourage use of the new road.
- 5.10. The new traffic signals where the existing Newgate Lane joins the roundabout will be relocated to the new arm of the junction and the existing controlled pedestrian and cycle crossing facilities removed and replaced with a

continuous route around the roundabout with a link into Newgate Lane. A turning head will also be provided within the existing Newgate Lane.

- 5.11. Traffic speeds on the new alignment will be restricted by a proposed 40mph speed limit, and the existing 40mph speed limit on the existing Newgate Lane will be reduced to 30mph, to support its predominantly residential nature and future on-road cycling use. The necessary traffic regulation orders for the speed limits will be developed separately for implementation at the appropriate time in the construction programme.
- 5.12. Given the rural nature of the area, the new road alignment will not be lit over its central section, with street lighting only provided from where it joins the existing northern section of Newgate Lane to a point immediately south of the new road junction that links the new alignment with the existing, and on the approach to the Peel Common roundabout, where it joins the existing system of street lighting. The street lighting on the existing Newgate Lane has recently been refurbished, and will not be changed as part of these proposals, other than to reduce the lighting output to reflect the subsequent residential status of the road.
- 5.13. The proposed drainage system for the scheme incorporates sustainable drainage systems that include open ditches, piped ditches, swales, and balancing ponds that aim to ensure the road does not result in an increase in surface water flood risk, or that the discharge rates into existing local watercourses including the River Alver do not exceed the existing situation, and that the water quality in the receiving water courses is not adversely affected.
- 5.14. The existing bus services that use Newgate Lane will be diverted onto the new road alignment, and new bus stops with shelters will be provided at key points along the new route, including near the Tudor Lodge Nursing home and close to the Woodcote Lane/Brookers Lane pedestrian access points. A new bus stop will also be provided on Gosport Road close to the Peel Common roundabout, and as a package these will replace the existing provision on Newgate Lane.
- 5.15. Brookers Lane is a former farm access track and has no recorded highway or public right of way status. It is currently a mud/grassed route with hedges and trees on either side, and is used by pedestrians and cyclists to access between the Peel Common housing development at the eastern end, the Brookers playing fields, and Woodcote Lane at the western end. Existing barriers and bollards prevent the use of the lane by motorised vehicles. The track will be upgraded with a new 3.0m wide footway construction and grass verge, and designated as a shared use pedestrian and cycle route. An uncontrolled crossing will be provided on the new road alignment where the route crosses the new road.
- 5.16. The existing Woodcote Lane is a cul-de-sac with vehicular access from the existing Newgate Lane, and pedestrian access into Brookers Lane at the eastern end. It is a publically maintained road, but it has never been provided

to normal adoptable highway standards and accordingly is in poor condition with a combination of gravel and patchy macadam surfacing. The scheme aims to trim the existing surface and provide a bituminous macadam finish that will improve drainage, ride quality and make the route more suitable for use by pedestrians accessing the replacement bus stops on the new road alignment. The improved surface will also improve conditions for those with mobility impairments.

- 5.17. Extensive ecological and environmental surveys and studies were undertaken during the earlier development of the scheme leading to the award of conditional planning permission. The studies identify the existing area to be of generally lower ecological value in part due to the existing use of the land as farmland and playing fields. Notwithstanding this, the proposals include measures to manage and protect the existing ecology during the course of the works and will form part of the Habitat Management Plan and Construction Environmental Management Plan that will be submitted for approval to the Planning Authority before the works commence.
- 5.18. The scheme includes the provision of acoustic barriers (fences) and earth bunds that will help to mitigate the noise impact of the new road on surrounding properties. The acoustic barriers are predominantly at the southern end of the scheme on both sides of the road. On the western side of the road from a point about 180m north of the Peel Common roundabout a 1m high acoustic barrier will be provided on top of an earth bund, which will be approximately 1m higher than the proposed road level. The acoustic fence increases in height to 3m in the vicinity of the properties on Woodcote Lane and reduces to 1m height to the north of the Woodcote Lane/Brookers Lane pedestrian and cycle crossing, for a further 80m. On the eastern side of the road a 3m high acoustic barrier will be provided from a point about 80m north of the Peel Common roundabout northwards for about 620m, with a break at the Woodcote Lane/Brookers Lane pedestrian and cycle crossing. Where the acoustic barrier is along side the sports pitches at the Brookers Playing Fields a further 2m of containment netting will be provided on top of the acoustic barrier to help prevent stray footballs from entering the road. The combination of fences in this location will form the boundary with the playing fields.
- 5.19. New highway boundary fencing will be provided which will generally take the form of timber post and rail fences except where serving another purpose such as the acoustic barriers or like for like replacement fences such as at the HMS Collingwood playing fields. Access points to the farmed fields and the drainage balancing ponds from the new road will be provided.
- 5.20. The proposals include extensive landscape planting that will develop to help to screen the road and acoustic barriers from neighbouring properties and complement the wider landscape. This will include new hedgerows along both sides of the new road including trees at suitable locations. Whilst about 20 of the existing trees will be lost as a result of the proposal, the landscape planting scheme will provide around 220 new trees which will be planted at 2.5 – 4.0m high standards, together with about 8,500 shrubs/whips of 0.9m

height, which will also include some tree varieties. The landscape planting will increase the habitat available for local wildlife as it matures.

- 5.21. In order to minimise traffic disruption on the existing road network when undertaking the necessary work to connect the new road and link road to the existing network at Newgate Lane and at Peel Common roundabout, any necessary road restrictions will not be applied during the peak traffic times and night work will be undertaken as appropriate.
- 5.22. The proposals are shown in outline on the attached location plan and a general arrangement drawing will be displayed at the meeting.

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 were addressed through the detailed design process. A further safety audit will be undertaken upon completion of the works.

7. Community Engagement

- 7.1. A major public consultation was undertaken by the County Council over an eight week period in June and July 2014, entitled 'Improving Access to Fareham and Gosport', which included details of the proposed scheme for the southern section of Newgate Lane, the Peel Common roundabout, the Stubbington Bypass, and the A27 Segensworth to Fareham corridor. The consultation included a series of nine staffed public exhibitions in the south Fareham area, and unstaffed exhibitions at local libraries. The responses to the consultation identified levels of support for the overall scheme at 81%, and vehicular restrictions to the existing Newgate Lane at the Peel Common roundabout at 72%.
- 7.2. Although high levels of support for the proposals were achieved, there were also some concerns raised as to: whether or not alternative solutions should be considered; the efficacy of the proposals in reducing congestion; the environmental impacts; general concerns about traffic signals; and that the work may cause disruption. These points have been carefully considered and have been reported in the 'Improving Access to Fareham and Gosport – Report of Consultation', which was approved by the Executive Member for Economy, Transport and Environment on 4 November 2014, which recommended that the schemes are approved as Council policy, are formally safeguarded, and progressed with immediate effect.
- 7.3. As the scheme is remote from the existing highway, planning permission was required that included an eight week statutory consultation period from 17 July to 11 September 2015. This included representations from consultees such as Fareham Borough Council and Gosport Borough Council, who raised

no objection to the proposals, and representations from members of the public. Details of the responses to the consultation were included in the report from the Head of Strategic Planning to the Regulatory Committee of the County Council dated 21 October 2015, and subject to further information being provided in the interim, planning approval was granted on 20 November 2015.

- 7.4. As part of the development of the proposals at the planning stage the emergency services were consulted and no objections were received.
- 7.5. The majority of the scheme is located in the County Division of Crofton and a small section is within the neighbouring Division of Bridgemary. The proposals are supported by the local County Councillors, Councillor Wood for Crofton and Councillor Cully for Bridgemary. The new road will also improve access to Lee-on-the-Solent and the local County Member for Lee, Councillor Burgess, also supports the proposals.
- 7.6. The bus operator 'First', has been consulted and supports the proposal to redirect the bus service from the existing Newgate Lane to the new road alignment, and is content with the use of on carriageway bus stop provision. The revised route also provides potential for increased bus patronage by passing closer to the Peel Common estate in Bridgemary, as well as being within a reasonable walking distance of existing patronage in Newgate Lane.

8. Statutory Procedures

- 8.1. A planning application for the scheme was submitted in July 2015 and approved in November 2015, subject to 25 conditions. Work to discharge the conditions has been undertaken and will continue until the scheme is completed. The conditions include a range of measures to protect the natural environment and habitats, the local community, archaeology, recreation, the water environment and landscaping enhancements. Full details of the planning conditions are available in the report from the Head of Strategic Planning to the Regulatory Committee of the County Council dated 21 October 2015.
- 8.2. The necessary traffic regulation orders to support the proposed 40mph speed limit for the new road alignment, the reduction of the speed limit on the existing Newgate Lane (south of Tanners Lane) to 30mph, and the prohibition of driving at the relevant sections of the existing Newgate Lane including the approach and egress from the Peel Common roundabout, will be progressed for implementation at the appropriate time in the delivery of the proposals.

9. Land Requirements

- 9.1. The proposed route traverses land owned by third parties, including the Ministry of Defence (MoD) and Gosport Borough Council. Negotiations for the necessary land are continuing and terms have been provisionally agreed with Gosport Borough Council and the MoD. The required land from the MoD

is expected to be secured in early January 2017 through agreement. As Crown land, it cannot be acquired through Compulsory Purchase Order.

- 9.2. In November 2015, a report was approved by the Executive Member for Economy Transport and Environment to recommend to the Executive Member for Policy and Resources to provide authority to acquire all third party land interests in the land required for the delivery of the scheme. The report was updated in January 2016.
- 9.3. In December 2015 a report by the Director of Culture Communities and Business Services (CCBS) was approved by the Executive Member for Policy and Resources to purchase all of the necessary land interests required to implement the proposed scheme on detailed terms to be settled by the Director of CCBS. The report was updated in January 2016. The report also confirmed that in the event that negotiations to acquire the land are not concluded by 11 January 2016 then approval be given to the making of a Compulsory Purchase Order (CPO).
- 9.4. A CPO was subsequently made by the County Council on 16 February 2016 and advertised for any potential objections, however, none were forthcoming so the CPO was confirmed by the Secretary of State for Transport on 18 April 2016.
- 9.5. In the event that terms are not agreed with the remaining landowners by January 2017, the County Council will need to exercise the confirmed CPO in order to take entry in 2017, which will necessitate the serving of Notices of Entry and Notices to Treat at the appropriate time.

10. Maintenance Implications

- 10.1. The proposals will generate increased maintenance pressures which have been calculated at £21,152.00 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 that exist where the new road joins the existing road network.

11. Recommendations

- 11.1. That the Executive Member for Environment and Transport approves the Project Appraisal for the scheme to provide the southern section of Newgate Lane, Fareham, and associated works as outlined in this report.
- 11.2. That, subject to the resolution of a funding agreement for the Local Growth Funding from the Solent Local Enterprise Partnership (LEP), approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed scheme to provide the southern section of Newgate Lane, Fareham, and associated works, as set out in this report, at an

estimated cost of £9.515million to be funded from a combination of Local Growth Fund money as awarded by the Solent LEP, Local Transport Plan funding, and local Developer contributions.

- 11.3. That authority to make the arrangements to implement the scheme, including minor variations to the design, including accommodation work, and the development and implementation of a contract strategy that accommodates the uncertainties over the timing of the Solent LEP funding arrangements, be delegated to the Director of Economy, Transport and Environment.
- 11.4. That the new sections of shared use footway/cycleway as proposed along Brookers Lane be incorporated into the highway network under Section 65 and Section 66 of the Highways Act 1980.

Rpt/7802/JR

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

Other Significant Links		
Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
EME&T – ‘Daedalus Transport Proposals’	3760	06.03.2012
EMETE – ‘Improving Access to Fareham and Gosport – Report of consultation’	6154	04.11.2014
EMETE – Local Enterprise Partnerships – Transport Funding for Major Schemes	6197	04.11.2014
EMETE – Newgate Lane southern Section, Fareham – Update Report	6743	09.07.2015
REG CTTEE – Planning Application Report	7000	21.10.2015
REG CTTEE – Planning Application Report	7079	18.11.2015
EMETE – Newgate Lane South: Land Approvals	7106	26.11.2015
EMP&R - Newgate Lane South: Land Approvals	7052	10.12.2015
EMETE – Newgate Lane South: Land Approvals	7235	19.01.2016
EMP&R - Newgate Lane South: Land Approvals	7218	26.01.2016
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>
Project Files	EII Court West, 2 nd Floor, Winchester

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:

The proposals will have no or low impact upon groups with protected characteristics as the proposal to provide the southern section of Newgate Lane on a new alignment are accessible to all road users and include the removal of through traffic from the existing Newgate Lane between a point near Tanners Lane and the Peel Common roundabout. This will enable the existing road to become a more suitable environment for cycling and will thus remove cyclists from the existing footway, and provide an important cycle link in the network and improve accessibility between Fareham, Gosport, Lee-on-the-Solent and Stubbington.

Whilst the bus service will be rerouted to, and new facilities provided on the new alignment, accessibility to the service will be maintained by improving the surface of Woodcote Lane and Brookers Lane. The relocated service will be further away from some but still within a reasonable distance, and overall the services will be accessible to more residents in the Bridgemary area/Peel Common estate. The signal controlled crossing facilities at the Peel Common roundabout will be relocated to the new arm of the roundabout thus

maintaining the existing level of provision for all user groups. Further uncontrolled crossing facilities will be provided at key points along the route to improve accessibility.

2. Impact on Crime and Disorder:

2.1. This proposal is not expected to impact on crime and disorder.

3. Climate Change:

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

The proposal aims to improve the management of traffic, reduce congestion, and reduce unpredictable journey time delays at peak periods on the Newgate Lane corridor. The proposals will contribute towards the reduction of the transport carbon footprint and 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 proposal aims to improve accessibility on the Gosport peninsula. By providing and improving the missing links in the walking and cycling network the attractiveness of these travel modes will be improved, which in turn may help to reduce pollution and improve resilience in the longer term.