

Emergency Active Travel Fund Tranche 2 Application Form

Strategic case

Question 1. What is your local transport authority name?

Hampshire County Council

Question 2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

The significant rise in walking and cycling trips seen during the Covid-19 lockdown demonstrated there is considerable potential for an increase in the use of these modes across Hampshire. Sustaining this increase and enabling growth in active travel to become a long-term trend is crucial for Hampshire County Council (HCC) in addressing its climate change and public health commitments. Significant shifts in travel behaviours are required given high levels of car use and ownership in the County with average annual daily traffic flow on Hampshire's roads increasing by 17% between 2000 and 2018 (with a drop in the number of walking trips across a similar period) and car ownership above average compared to the South East and the rest of the UK. The health impacts are considerable with 5.4% of adult deaths in Hampshire estimated to be attributable to air pollution and 21% of adults in the County being physically inactive, undertaking less than 30 minutes of physical activity per week. In the shorter term, increases in active travel are necessary to ease the pressure on public transport options, particularly local bus services, which are currently running at reduced capacities due to the need to maintain social distancing on board.

Active travel modes form a key element of HCC's transport policy including Local Transport Plan 3 (LTP3) which has policy objectives relating to improving air quality and achieving national carbon targets through transport measures and investing in walking and cycling infrastructure to provide a healthy alternative to the car for local short journeys. This is supported by Walking and Cycling Strategies that set out plans to expand and upgrade existing infrastructure, improve road safety as well as to plan for and promote walking and cycling as viable alternatives to the private car. In addition, HCC are in the process of preparing a series of Local Cycling and Walking Infrastructure Plans (LCWIPs) with the aim to complete a comprehensive walking and cycling network across and between each Borough and District. Within the emerging LTP 4, which will be consulted on this autumn, HCC are seeking to have an increased focus on delivering infrastructure improvements that support increased active travel and public transport use, in order to help residents to reduce their dependence on the private car.

Prior to the Pandemic, the transport networks within the County supported a significant level of trips, including commuting trips and journeys to school through to leisure and business trips. This travel demand has been increasing in recent weeks as lockdown measures have been eased resulting in significant pressure on the local highway network. There is significant potential for more walking and cycling trips in Hampshire with the 2011 Census demonstrating that, for commuting trips of less than 5km, 58% were undertaken by car and only 7% cycled to work. For commuting trips of less than 2km 46% were undertaken by car whilst 38% walked to work.

We have undertaken a sifting and prioritisation process on an initial long list of potential Tranche 2 schemes to arrive at the identified set of schemes. In the process of sifting, a

number of active travel schemes were sifted out on the grounds of deliverability risks and/or not meeting all of the objectives from DfT on the Emergency Active Travel Fund (EATF) schemes. Therefore, the shortlisted programme of active travel schemes that we are presenting in this bid is fully in line with the objectives of the EATF and LTN 1/20, is deliverable within the timescales required and seeks to reduce the reliance on the private car and to promote walking and cycling as the first option for short journeys as well as to provide a safe, comfortable environment for all road users. HCC has a strong track record of successfully delivering a range of different types of highway schemes (including active travel schemes and reallocating road space from general traffic to sustainable modes), and doing so on time and within budget. Having assessed the deliverability of schemes as part of our sifting process further ensures that we would be in a position to spend the funding allocation on time.

The identified schemes have been prioritised towards areas where there is the greatest potential to influence journey behaviours, starting with the town centres and allowing for geographical spread across the county. Schemes have been prioritised in several of the main towns which are accessible by bike or walking by large numbers of the surrounding local community, who may previously have travelled by bus to the central areas or who are currently driving. Alongside this, the bid prioritises active travel measures at workplaces and schools that are accessible by walking or cycling. The schemes form a coherent and complementary package of capital and revenue measures which, taken together, will enable a larger number of people to travel actively for shorter journeys within their town. In order to meet County Council ambitions for improving public health and tackling the climate change emergency, investment is required in active travel improvements across the County to help change habits and make the greatest contribution towards our goals.

The schemes chosen are being developed in liaison with Borough and District Council officers with local Members, Town/Parish Councils and other stakeholders being consulted where appropriate. Letters of support have already been provided for certain schemes, reflecting the engagement HCC have undertaken to date with on-going consultation with all stakeholders planned as work progresses.

The programme has been developed to provide a step change in walking and cycling provision, through five packages of ambitious and transformational measures which focus upon areas where the greatest impacts can be achieved namely:

- Transforming High Streets and Local Centres;
- Encouraging Cycling and Walking for Local Journeys;
- Innovative Measures to Transform Behaviours;
- Ambitious Proposals for Strategic Corridors;
- Sustaining, Monitoring and Maintaining.

In terms of **transforming High Streets and local centres**, the schemes have been designed to cover specific town centres, many of which have High Streets that are car dominated, both in terms of the volume of traffic and the amount of highway given over to on-street parking neither of which provides an attractive walking and cycling environment. In historic market towns such as Petersfield and Romsey this can be exacerbated by narrow footways which, as well as limiting pedestrian accessibility also has shorter term implications given the need for social distancing and the limited capacity of shops which is reducing existing footway capacity even further.

The removal of motorised vehicles from sensitive town centres will reduce severance and improve the environment as well as making active travel easier and safer. Creating an inviting walking and cycling environment in town centres is also vital for local

economies with a 2018 Retail and Capacity study indicating that local town centres do lose trade to larger retail centres. Removing motorised vehicles from these high streets will result in a more attractive environment for leisure thereby encouraging people to visit more often and stay longer providing a much-needed boost for local economies. This is particularly the case for towns in destinations popular with tourists such as Brockenhurst in the New Forest National Park which experience an increase in visitors in the summer months.

In terms of **encouraging cycling and walking for local journeys** there are key corridors and local linkages in the County that have the potential to accommodate significant levels of walking and cycling and interventions on these corridors would complement funded schemes currently under development to incorporate additional and high quality facilities for cyclists and pedestrians.

The A30 corridor to the south west of Basingstoke Town Centre is such a scheme, where significant housing growth is planned and a strategic cycle route is being developed. Along the A30 corridor, and in the vicinity of it, there is currently very limited cycling infrastructure and that which is present does not provide a good level of service. The distance between residential areas in the south-west of Basingstoke and the town centre is no more than 5km, the terrain is relatively flat and as such the area is very suitable for cycling, however cycling levels are relatively low. For communities adjacent to the A30 corridor, 2011 Census data indicates that the proportion of journeys to work by bike are only between 1.3% and 3.0%. Delivering high quality walking and cycling infrastructure to the standard set out in LTN 1/20, is therefore essential to increase the proportion of journeys made by these modes, which is consistent with the recently adopted Basingstoke Transport Strategy. Given the levels of planned housing and employment growth in Basingstoke, these modes have an important part to play in reducing the number and proportion of journeys made by private car.

In the North Camp area of Farnborough, there is the opportunity to complete a key local cycle link adjacent to the Lynchford Road corridor, whilst also improving the pedestrian environment, to link one of the most densely populated areas of the County to local community and retail centres as well as providing a safe route to the secondary school.

In terms of **innovative measures to transform behaviours**, journeys for education and employment are key areas where peak hour trips can be managed through the introduction of attractive and viable alternatives to encourage journeys to be made by other means than the car. School travel, to all schools and sixth-form Colleges in the County, when fully re-opened to all year groups in September, will face a number of challenges around supporting social distancing on the journey to school and within the vicinity of the school. Schools are being encouraged to promote and enable active modes of travel and discourage use of public transport and measures are therefore required particularly to support those schools with the greatest challenges such as secondary schools with larger catchments that see high public transport usage. Scooter and cycle parking, school street pop-ups and modal filters are key to encouraging behavioural change.

To lock in the benefits of the proposed physical infrastructure it will be important to focus behavioural change and promotion in locations where these schemes will be implemented. Further to this a significant barrier to cycling is that existing routes are often poorly or inconsistently signed and cycle facilities are not being used to the extent that they could. Promotion of routes with more relevant information could be included with existing signage, for example to show journey times rather than distance which may encourage more cycling as this can make journeys appear more achievable. Schemes will be designed to reflect TfL best practice and, where possible, the principles and approach set out in LTN 1/20, the development of pop-up toolkits that can be used to provide low traffic

neighbourhoods and developing public engagement through options such as online mapping.

In terms of **ambitious proposals for strategic corridors**, the County Council are currently developing a transformational, strategic cycle link along the A27 corridor between Southampton and the County boundary with West Sussex (including the A27 as well as the A2030 and routes through Havant and Emsworth). This is a key strategic key corridor, running adjacent to the M27 and connecting communities to employment areas, town/district centres and public transport links and is currently a very car dominated environment with poor cycle connectivity. Whilst there will be additional pressure on this corridor as a result of planned new development there is significant potential to increase walking and cycling trips along the A27 and A2030 as shown in the Rapid Cycleway Prioritisation Tool for the Hampshire area, which shows 5 of the top 10 links with greatest cycling potential running along the corridor. In addition improvements to the walking and cycling network can build upon and would strongly complement the planned Transforming Cities Fund (TCF) funded schemes already planned for the corridor at Delme Roundabout in Fareham (a multi-modal scheme featuring bus lanes and fully segregated dual direction cycle lane) and Portchester District Centre (enhancement to pedestrian and cycle crossing facilities over the A27).

This scheme fully meets the ambitions of the bid, however a scheme of this size and significance will take longer to implement than the extremely short timescales of this bid, hence only initial stages are included at this time.

In terms of **Sustaining, Monitoring and maintaining** we will utilise new digital tools to improve community engagement on Tranche 2 schemes and over the short/ medium term. The programme of works in this bid will be carefully monitored to ensure the schemes are effective in enabling more active travel and schemes form part of travel behaviours going forward as well as making an allowance towards the cost of initial maintenance of the new semi-permanent schemes.

Question 3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

Transforming High Streets and Local Centres

The High Street schemes will build upon the successful pop-up schemes undertaken in Tranche 1 of the EATF in each town centre to install semi-permanent closures to make the town centres more attractive for walking and cycling, to change the nature of these areas and monitor the effects of such schemes to inform the detailed design of any fully permanent closures.

For Petersfield the removal of motor traffic (except buses) from the town centre will be achieved through semi-permanent measures in High Street/The Square including a camera enforced bus gate, replacing the temporary water filled barriers currently widening footpaths with planters and the installation of permanent cycle parking. An in-house Transport Evidence Study completed for Petersfield in 2019 demonstrated that the road network surrounding the town centre had sufficient capacity to cater for displaced trips and that the town centre car parks had sufficient capacity to cater for all demand for on-street

parking. A survey of businesses showed that many do require shop-front access for deliveries, and this has been accommodated through the design of our pop-up scheme.

The scheme in Eastleigh will include the continuing closure of Market Street, High Street and part of Wells Place to all motor vehicles. These closures will be supported by the implementation of physical barriers, such as bollards and planters at each entrance to the closure which would allow pedestrians and cyclists through but preclude motorised vehicles (except for access). There is significant public car parking in the vicinity of the closures that would be able to accommodate any displaced parking. In addition Market Street and High Street are not through routes and with the main routes through Eastleigh (such as Leigh Road and the A335) remaining open there is likely to be minimal impact on motor traffic.

For Romsey semi-permanent measures such as planters and parklets will be used in Market Place / The Hundred to restrict through traffic for access only in Market Place from its junction with Bell Street / Church Street into The Hundred, and full closure of The Hundred between Nos 10-12 to Latimer Street. The current temporary red and white jersey barriers would be replaced with removable bollards to be more in keeping with its status as a conservation area supported by planters and parklets in key locations. The positioning of the road closure ensures that access to parking areas are maintained and delivery vehicles have alternate opportunities for servicing the retail units on The Hundred affected by the full closure. The road closure will be signed on all approaches and alternate routes are available. The impact on surrounding roads is considered minimal given that in 2016 there was on average 230 vehicles per hour travelling along The Hundred.

In Winchester the successful pop-up schemes at North Walls, Jewry Street, Hyde Street and The Square will be made semi-permanent and enhanced connectivity for pedestrians and cyclists will be achieved by delivering the top priority links identified in the LCWIP including a controlled pedestrian crossing at Clifton Terrace/Romsey Rd on a trial basis, improved links to the University and Hospital from the rail station and new contraflow cycle lanes connecting key routes through the City Centre. The proposals will not result in removal of loading bays or restrictions on servicing. Although the footway widening and contraflow cycle lane measures will reduce the amount of roadspace available to general traffic on some city centre routes, recent monitoring surveys suggest that following the introduction of the pop-up schemes, journey times in peak hours in July were quicker than those from the pre-Covid-19 period (January). Journey times will continue to be monitored and if they increase, traffic signal timing plans will be reviewed and optimised as necessary. Delivery of Tranche 2 schemes will see a small reduction in on-street parking bays in Upper High Street and Clifton Terrace but there will still be a sufficient supply of on-street parking bays available to meet demand.

Within Aldershot there would be a reallocation of road space at the entrance to Aldershot Rail Station to provide a safe and more accessible walking and cycling environment in the vicinity of the station along with potential cycle improvements at the station itself. The scheme will not affect on-street parking, servicing arrangements or access to and from the station car park.

For Brockenhurst the scheme will include the introduction of a one-way working scheme for vehicles from east to west along Brookley Road. Road space will be reallocated for pedestrians and cyclists, whilst maintaining some on-street car parking as well as retaining access to residential properties and for servicing retail businesses. Some on street parking bays would be suspended to provide for additional cycle parking and parklets with the footways on the northern side being widened for a distance of 30 metres to provide additional space for movement and queuing, together with the introduction of signage. Appropriate diversion routes will be provided for motor traffic and on-street parking demand can be accommodated in local car parks.

In Stubbington existing on street parking would be removed to provide greater space for pedestrians along with the relocation of the existing bus loop in Stubbington Green to provide a more attractive pedestrian environment in the centre of the village. In terms of mitigation there are local car parking facilities in the vicinity of the scheme with capacity for displaced on-street parking and deliveries will be unaffected as there is a separate access for these trips.

Encouraging Walking and Cycling for Local Journeys

In order to address the lack of cycle provision in the vicinity of the A30 corridor, a new permanent and fully segregated 3m wide cycle track would be installed along Brighton Way, a busy local distributor road connecting Brighton Hill with the A30 corridor, from Brighton Hill Roundabout to Brighton Hill Centre. The cycle track will be constructed adjacent to the existing footway and be fully segregated. At Brighton Hill Roundabout, the scheme will link to comprehensive walking and cycling routes through the roundabout that are currently being progressed.

To improve the strategic active travel link along Old Lynchford Road there would be a reallocation of highway space to walking and cycling modes. This will include the partial closure to through traffic facilitated by removing access to Old Lynchford Road from the St Albans roundabout and wider footways marked with wands, planters, parklets and bolt down kerbs. A tiger crossing would also be provided over Alexandra Road to link with the enhanced cycle route along Old Lynchford Road. This scheme complements a major road project coming forward nearby, ensuring a balance of investment and improved local connectivity for active modes.

With regards to Gosport, access to the Bus Rapid Transit route from Gosport to Fareham would be improved through footway widening, dropped kerbs and tactile paving where needed on the approach to bus stops along with improvements to wayfinding linked to the BRT service.

Innovative Measures to Transform Behaviours

In terms of school travel, HCC's Travel Planning Team is providing a range of support and resources to assist schools with their planning for the new school year and there is likely to be a need for physical infrastructure to assist this which will need to be prioritised to those schools with the greatest need. Therefore, the focus for supporting school travel will be on offering measures to support schools with high public transport use and for these measures to be available long-term. In particular, options that will be made available to schools include new and upgraded cycle and scooter storage to promote active travel, child friendly cones, Modeshift car free zone packs and flashing 20mph signs (where traffic speed is an issue outside school entrances).

To continue the success of the pop-up schemes, a Low Traffic Neighbourhood Kit will be developed that would be deployed for trial periods at a variety of different locations throughout Hampshire where communities have requested such measures. "Low traffic neighbourhoods" are groups of residential streets, bordered by main or distributor roads (the places where buses, lorries, non-local traffic should be), where motor vehicle through traffic is discouraged or removed. The main principle is that every resident can drive onto their street, have access for deliveries and refuse collections but it will be harder or impossible to drive straight through from one main road to the next. With the removal of through traffic, streets in a low traffic neighbourhood see dramatic reductions in motor traffic levels and often speeds too. In addition, while residents in a low traffic neighbourhood can still do all their journeys by car if they want or need to, some trips will be a bit more circuitous. This, combined with far quieter, safer-feeling streets, enables residents to switch

to more healthy travel modes, particularly for short journeys. To assist with the creation and enforcement of these low traffic neighbourhoods, kits would be prepared to include planters, parklets, cycle parking, and bolt down traffic calming with the success of these measures carefully monitored at each location to determine if more permanent interventions to encourage walking and cycling would be viable.

Signage of existing cycle routes in the vicinity of each intervention will be reviewed to ensure maximum benefit can be achieved from the schemes with improved wayfinding and directional signs, as well as journey time signage to key destinations, in line with Section 13 of LTN 1/20.

To further support local travel by active travel modes an e-scooter or e-bike hire trial between Fareham town centre and Gosport town centre would be procured through a private sector provider to link in with the existing Bus Rapid Transit corridor and to allow for onward journeys to and from the A27. This would enable an e-scooter or e-bike trial on an existing very popular cycling corridor, the majority of which is a dedicated bus/cycle facility free of other traffic and people walking, and would connect the UK's largest town without a train station to commercial and residential areas to the north. Given this is on a very popular but currently constrained bus corridor (due to Covid-19) little to no highway infrastructure would be required.

A cycle parking grant for the construction of bike racks and shelters will be provided to businesses in exchange for proof of signing up to the Cycle to Work scheme and a commitment to monitoring the take up for cycling to work. Promotion of the grant will be targeted towards businesses in the vicinity of interventions that have been implemented as a result of this bid.

Ambitions for a Strategic Cycle Corridor

This transformational scheme is significant in scale and will need appropriate levels of funding to bring forward. Schemes of this level of ambition cannot be delivered in their entirety within the extremely short timescales and funding constraints of this bid. Nevertheless, the early stages of the scheme can be delivered now to provide the first steps towards achieving the longer term ambition as soon as funding can be secured. The short term elements improve the pedestrian and cycle environment along the A27 through the provision of raised table crossings and would be provided across minor arms of several junctions with the A27 between Swanwick and Portchester. In the longer term several sections of existing on road advisory cycle lanes along the A27 and A2030 will be upgraded to segregated cycle lanes, to create route continuity and promote behavioural change along this key corridor. These interventions would reduce the dominance of motorised vehicles along this route and provide a safe, accessible space for pedestrians and cyclists of all ages and mobility to travel along this key strategic link as well as being complementary to planned TCF schemes. These works will form the initial first phase of longer-term programme of works to create a strategic cycle corridor between significant employment centres such as Southampton, Segensworth, Fareham, Cosham, Portsmouth and Havant thereby linking commercial centres and local centres with suburban residential areas along this route – helping support the concept of the “15-minute city” or town whereby most of residents’ shopping, work and recreational needs can be met within a 15 minute walk or cycle.

Sustaining, Monitoring and Maintaining

There is a need to ensure that the benefits of measures to be implemented are maximised through effective community engagement, and sustainable over the longer term, through an effective programme of monitoring and maintenance. To ensure the schemes attract community support, we will use the Commonplace tool as part of our approach to

engagement and consultation on the Tranche 2 schemes as they are developed, facilitating improved interaction with interested parties. We are developing a Monitoring and Evaluation plan for assessing the impact of the Tranche 2 EATF schemes, and as part of this we will install one new cycle counter and six radar cycle counters that can be rotated across Tranche 2 schemes as well as carry out manual counts and attitudinal surveys. The semi-permanent schemes will require maintenance (repairs/ upkeep of planters/parklets etc) for the 18 month period that they are in place up to the point at which a decision is taken as to making them permanent, so an allowance has been made for this.

Question 4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply

- Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)
- Scheme(s) identified as priority in Transport for London's Strategic Cycling Analysis or Strategic Walking Analysis
- Scheme(s) identified in Local Transport Plan
- Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyipt.bike/rapid/>)
- Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>)
- Scheme(s) identified through consultation with stakeholders
- Other (please specify):

*Question 5. Which LCWIP does the scheme(s) fall under? **

Waterside LCWIP
Eastleigh LCWIP
Fareham LCWIP
Gosport LCWIP
Southern Test Valley LCWIP

Question 6. Please provide a URL to the LCWIP if available

N/A

Scheme 1

Question 7. Scheme name

Transforming High Streets and Local Centres

Question 8. Total scheme cost (£)

1.248m

Question 9. Please provide a clear description of the scheme, including :

- *the location of new cycle lanes proposed to be introduced;*
- *types of road that they are located on;*
- *the location of any junction improvements and point closures;*
- *the location of any area-wide measures such as school streets, point closures or modal filters;*
- *whether interventions are temporary or permanent.*

This package of schemes will introduce interventions across a number of High Streets to increase the available space for pedestrians and cyclists and build upon the successful Tranche 1 schemes in each town centre.

Petersfield: The scheme will deliver a series of semi-permanent measures in the vicinity of the Square. Swan Street between Chapel Street and The Square will be restricted to buses and cycles only in order to provide additional space for pedestrians. A bus and cycle gate will be located at the eastern extent of Swan Street which will be enforced using an ANPR camera. Parking on Swan Street to the west of Chapel Street, and parking along High Street will be suspended to allow for additional footway to be marked by planters. Permanent cycle parking would also be located in this area as would parklets in two of the suspended parking bays.

Eastleigh: The scheme incorporates the closure of the High Street, Market Street and part of Wells Place to provide a pedestrian and cycle friendly environment in the town centre. To facilitate this a combination of planters and bollards will be placed at each entrance to the closure to allow pedestrians and cyclists but not allow motorised vehicles through (except for access for some businesses). Specifically these will be located at the Leigh Road/High Street, Hanns Way/Wells Place, Upper Market Street/Leigh Road/Market Street, Wells Place/Market Street junctions. Cycle parking will also be provided in the scheme area.

Romsey: This scheme involves the semi-permanent closure of The Hundred between Latimer Street and 10-12 The Hundred and access-only between 10-12 The Hundred and Church Street with a mix of planters and lockable bollards. A double parklet will be provided on The Hundred to provide additional rest areas.

Winchester: The scheme is a package of complementary semi-permanent measures to improve connectivity and provision for pedestrians and cyclists within the city centre by implementing priorities identified in the emerging LCWIP. Point closures will be implemented (using bollards or planters) on Hyde Street to the north of the junction with North Walls and Great Minster Street to the north of the junction with Little Minster Street. Contraflow cycle lanes marked by bolt in wands will be provided at the following locations: North Walls from Upper Brook Street to Jewry Street, Jewry Street from North Walls to Tower Street, Upper High Street from Newburgh Street to Sussex

Street and on the High Street between Tower Street and Southgate Street – including a new cycle only signal phase at the Southgate Street junction. Bolt in kerbs and tarmac fill will also be used to provide footway widening along North Walls and Jewry Street. Cycling would also be permitted on some very short sections of the existing pedestrianised area to further improve connectivity. Contraflow cycling on two quiet residential 20mph limit streets (St. Peter Street and Parchment Street) to improve north-south connectivity for cycles will be permitted by a signage only scheme. In addition, further cycle signage will be provided on St James Terrace to complement the new puffin crossing being installed on a trial basis on Romsey Road near to the junction with Clifton Terrace.

Aldershot: Reallocation of road space at the entrance to Aldershot Rail Station to provide wider footways and reduced carriageway widths to provide a safe and more accessible walking and cycling environment in the vicinity of the station. Additional crossing points would be provided along desire lines. Other cycle improvements will include up to 20 cycle parking spaces and cycle grooves implemented on the stairs of the footbridge.

Brockenhurst: Introduction of one-way working from east to west along Brookley Road between The Paddock and Burley Road. Removal of on-street car parking provision on Brookley Road will also be required to provide widened pedestrian areas. Other public realm and active travel improvements such as permanent cycle parking and parklets will also be considered.

Stubbington: 100m of on-street parking to be removed to provide a widened pedestrianised area on Stubbington Green using either bollards or a line of granite sets with cycle parking also provided. Closure of the bus loop on Stubbington Green and replacement with grass to provide a more attractive pedestrian environment. New 'in' only access to Stubbington Car Park from Stubbington Lane with current car park access on Stubbington Green to be tightened and revised to 'out' only.

Question 10. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Other (please specify):

Question 11. For corridor schemes, please provide the route length in miles

Petersfield - 0.25

Eastleigh – 0.25

Romsey – 0.1

Winchester – 0.6 (North Walls – 0.2, Jewry St – 0.1, High St – 0.2, Upper High St - 0.1)

Brockenhurst – 0.1

Stubbington – 0.1

Question 12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

N/A

Scheme 2

Question 13. Scheme name

Encouraging Cycling and Walking for Local Journeys

14. Total scheme cost (£)

1.025m

15. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced;
- types of road that they are located on;
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

This scheme will improve local journeys for walking and cycling in three areas of the County – the Brighton Hill area of Basingstoke, North Camp in Farnborough and Gosport.

The Brighton Hill scheme will extend the existing segregated cycle track included in the Brighton Hill Roundabout Improvement Scheme along the eastern side of Brighton Way to the Sullivan Road junction. The cycle lane will be 3m wide and will be constructed adjacent to, and fully segregated by level from, the existing footway, which will also be upgraded to better quality surfacing. Due to a wide verge, the cycle track will be located remotely from the carriageway of Brighton Way.

The North Camp scheme includes the reallocation of highway space to walking and cycling on Camp Road (from Queens Road to Old Lynchford Road) and Old Lynchford Road (from St Albans Roundabout to Peabody Road). This will be achieved through the use of wider footways marked with wands, planters, bolt down kerbs and temporary resurfacing. In addition the Old Lynchford Road arm from St Albans roundabout will be closed off to allow for one-way working along this route which therefore provides additional space for the widened footways. To further improve cycling connections in this area a new Tiger crossing will be provided over Alexandra Road to link with enhanced cycle route along Old Lynchford Road.

With regards to Gosport access to the Bus Rapid Transit route from Gosport to Fareham would be improved through footway widening, dropped kerbs and tactile paving where needed on the approach to bus stops. In addition improvements to wayfinding linked to the BRT service would be undertaken, not only providing improved pedestrian access to the services but would also promote the use of the BRT route for cycles.

Question 16. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway

- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Other (please specify):

Question 17. For corridor schemes, please provide the route length in miles

Brighton Hill – 0.2

North Camp – 0.1

Question 18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

N/A

Scheme 3

19. Scheme name

Innovative Measures to Transform Behaviours

20. Total scheme cost (£)

0.687m

21. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced;
- types of road that they are located on;
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

This scheme incorporates several measures to promote walking and cycling as a viable mode across a range of journey types including commuting, leisure and journeys to schools.

For school travel the package of measures to support pupils and schools will include a series of measures. Firstly, new and upgraded cycle and scooter parking will be provided to those schools with the most need, according to a local public health survey at present 35% of schools do not have enough cycle or scooter storage. The provision will include 25 pods for scooters and 10 minipods for bicycles at primary schools as well as cycle storage at 10 secondary schools. Secondly, child friendly cones, Modeshift car free zone packs and flashing 20mph zones will be provided at schools where speed and road safety are a particular issue in order to provide a safe environment for pupils to use active travel modes.

To provide a versatile pop-up scheme that can be applied to a number of high streets, town centres or other areas of highway that may benefit from an enhanced walking and cycling environment a Low Traffic Neighbourhood Kit will be developed which would include planters, parklets, cycle parking and bolt down traffic calming. The kit would allow for trials to take place with the success of these measures carefully monitored at each location to determine if more permanent interventions would be viable. An initial location has been identified in North Camp and subsequent residential areas would complement other bid locations such as Eastleigh, Winchester or Aldershot.

Signage of existing cycle routes in the vicinity of each intervention will be reviewed to ensure maximum benefit can be achieved from the schemes with wayfinding and directional signs, as well as journey time signage, in line with Section 13 of LTN 1/20.

To further support local travel by active travel modes an e-scooter or e-bike hire trial between Fareham town centre and Gosport town centre would be undertaken to link in with the existing Bus Rapid Transit corridor and to allow for onward journeys to and from the A27. This route is already a well used and predominantly traffic free cycle route so no additional highway infrastructure is needed beyond the e-scooters/e-bikes and storage options (to be provided by the company managing the trial).

A cycle parking grant for the construction of bike racks and shelters will be provided for up to 50 businesses. The grant will be provided for cycle storage only and will be in exchange for proof of signing up to the Cycle to Work scheme and a commitment to monitoring the take up for cycling to work.

Question 22. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Other (please specify):

Question 23. For corridor schemes, please provide the route length in miles

N/A

Question 24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

N/A

Scheme 4

Question 25. Scheme name

Ambitions for a Strategic Cycle Corridor

Question 26. Total scheme cost (£)

£0.203m

Question 27. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced;
- types of road that they are located on;
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

This scheme will build on previous and committed schemes along the A27 corridor to provide a safe and accessible walking and cycling route along this key route in south Hampshire. As part of this bid walking and cycling connectivity will be improved through the provision of raised table crossing points at key locations along the A27. These crossing points will slow traffic speeds and give priority to active travel modes progressing along the corridor. Eight such tables are proposed and are at the following locations: A27/Nelson Avenue, A27/Westlands Grove, A27/Birdwood Grove, A27/Beaulieu Avenue, Bridge Road/Chapel Road, Bridge Road/Glen Road, Bridge Road/Pond Road and Bridge Road/Addison Road.

The long term intention is to then remove existing on-road advisory lanes along similar sections of the A27 corridor from Southampton to the County boundary (to include the A27 and A2030 as well as routes through Havant and Emsworth) and replace these with segregated cycle lanes where possible. Several sections of the corridor have been identified for such an intervention including: Cornaway Lane Roundabout to Castle Trading Estate, The Thicket to Cornaway Roundabout, Fareham Station Roundabout to Trinity Street and between Osborn Road South and West Street Shopping Precinct, Titchfield Gyratory to Peak Lane, Brook Lane Roundabout to Botley Road Roundabout and Rusty Cutter Roundabout.

Question 28. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Other (please specify):

Question 29. For corridor schemes, please provide the route length in miles

N/A

Question 30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

8 junction improvements

Scheme 5

Question 31. Scheme name

Sustaining, Monitoring and Maintaining

Question 32. Total scheme cost (£)

0.290m

Question 33. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced;
- types of road that they are located on;
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

This element comprises three supporting revenue elements covering community engagement during the development of Schemes 1-4, a budget for monitoring and evaluation of all Tranche 2 schemes to be carried out and a budget for maintenance of semi-permanent schemes for an 18-month period.

The Community Engagement element will be undertaken through the deployment of a new web-based interactive tool that can be utilised for community engagement during the scheme development stage.

Proportionate 'before' and 'after' monitoring and evaluation will also be undertaken to assess the effectiveness and impact of Schemes 1-4. The approach to this is explained in more detail in the response to Q48 – but includes a new cycle counter on Brighton Way, and six mobile radar cycle counters that will be rotated around Tranche 2 schemes as well a budget for manual counts and attitudinal surveys.

This scheme also includes an allowance for maintenance that covers repairs and upkeep of the new bolt in kerbs, contraflow cycle lanes, modal filters, parklets etc.

Question 34. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities

- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Other (please specify):

Purchase of Commonplace tool to enable effective public engagement and consultation on Tranche 2 schemes set out in Schemes 1-4 above. Allowance for maintenance of new modal filters, bolt in kerbs, islands planters and parklets – the semi-permanent infrastructure - for up to an 18 month period. Funding for monitoring and evaluation of Schemes 1-4 as described above.

Question 35. For corridor schemes, please provide the route length in miles

N/A

Question 36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

N/A

Finance case

Question 37. Total DfT funding sought (£)

£3.453m

Question 38. Total DfT capital funding sought (£)

£3.163m

Question 39. Total DfT revenue funding sought (£)

£0.290m

Question 40. Total local authority contribution, if applicable, (£)

£1,410,000 of match funding broken down as follows:

£360k Clifton Terrace/Romsey Road, Winchester puffin crossing scheme (being trialled for 9 months then if scheme is effective will make it permanent) – improves ped/cycle connectivity

£300k of HCC contribution towards public realm element of the Aldershot station forecourt gateway scheme

£600k schemes at Delme Roundabout and Portchester (TCF/ DfT Road safety fund)

£150k of match funding for Gosport-Fareham BRT wayfinding measures)

Management case

Question 41. When do you expect to commence construction? (DD/MM/YY)

All contracts will be awarded by 31st March 2021

Question 42. When do you expect to have completed the work? (DD/MM/YY)

A majority of schemes will be completed by 31/12/21 with more complicated elements of schemes (Old Lynchford Road and Aldershot) completed by 31/03/22.

Question 43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met

Project Review arrangements

All EATF Tranche 2 active travel schemes will follow HCC's well-established Gateway project management process, which follows the principles set out and adopted by the Association Project Management (APM) and uses a staged gateway system.

The Gateway project management process has been designed to ensure that only schemes that have been developed to detailed design standard, that have considered a range of options, have been fully costed and meet policy objectives where consultation has been undertaken that shows it is supported can be progressed to implementation. It is consistent with the stages of scheme development and appraisal set out within DfT TAG guidance.

The Gateway process has five main stages which are summarised below:

Gateway 0 (G0) - Concept Assessment – allows ideas or concepts to set out using only high level information, so that it may be considered for entry into the Schemes Programme. Includes option appraisal and feasibility design, identification of preferred scheme.

Gateway 1 (G1) - Approval to undertake preliminary design for a preferred scheme– which will comprise survey data collation (such as topographical, geotechnical, environmental), community engagement, design work completed to a point design is unlikely to change and developing cost and risk estimates. Typically commences once funding has been allocated.

Gateway 2 (G2) - Approval to undertake detailed design – Typically commences once funding is secured. If Planning Permission is necessary this will be required prior to progression of G2 elements. Once G2 approval is obtained, the detailed design work is then carried out. Progression of the detailed design is typically with an expectation that the scheme will be progressed to implementation. A completed G2 is required for all new capital improvement projects and could represent an individual scheme e.g. a new pedestrian crossing or a programme of works e.g. a series of bus stop enhancements. Contract documents for tender typically prepared towards the end of this stage. Completion of detailed design and tender documents so the scheme is ready to go out to Procurement.

Gateway 3 (G3) – Project Appraisal (Gate to Construction) - Detailed design review. This provides the last opportunity for some, e.g. Asset Management, to comment on the project before it is approved and tendered. G3 seeks approval to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements. Therefore the scheme must be at a stage where there is full and final

detailed design available in order to secure G3 approval. If not it will be rejected. In all cases projects would have had G2 approval and detailed design work undertaken to inform the Project Appraisal (G3).. Stage 3 of the Capital Programme governance. Seeks approval to proceed to tender the works once design complete and all funding committed. Pre-tender estimate completed and submitted with PA prior to tender. Completion of tender process. Preferred contractor identified. Full tender price returned. If tenders received exceed PA value by 10% then Stage 4 of the Capital Programme Governance needs to be followed. Contract let. Start of Main Works Typically follows a mobilisation period and any advanced works etc. During construction phase, any cost increase, irrespective of value, must be reported (Stage 5 of Capital Programme Governance). Completion of Main Works There may be subsequent snagging whereby contractors continue some limited works.

Gateway 4 (G4) – Post scheme implementation review/ monitoring – the purpose of this is to review the outputs and outcomes delivered by the project and prescribed performance measures – such as was the project delivered on time and within budget?/ have the outcomes and outputs set out in previous stages been achieved, including any lessons learnt, following completion of Main Works. Road safety audit Stage 3 to be completed. Project must be handed over to Asset Management including as built drawings and the H&S file. Monitoring & Evaluation Start, typically includes requirement to monitor the impact scheme, 1 year and 5 years post completion, based on agreed set of metrics/outputs. Road safety audit Stage 4 to be completed if required Final sign-off by funding body that scheme has delivered expected outcomes, or if not, what lessons can be learnt.

As part of the preparation of a G3 Project Appraisal, an Equalities Impact Assessment (EqIA) is produced for all schemes. This documents who the scheme will impact on, and what the impact of the scheme on groups with protected characteristics is expected to be. As part of this the accessibility impacts of the scheme are considered. Within the EqIA, the overall impact of the scheme on each protected characteristic group is first categorised as neutral, low, medium or high, then for each that have an impact other than “neutral” a description is given of the expected impact – and whether it is positive or negative. Where a scheme could result in a ‘high’ or ‘medium’ negative impact, then the mitigating measures that would be taken to reduce this are documented in the EqIA. The groups with protected characteristics assessed are age, disability, sexual orientation, race, religion and belief, gender reassignment, gender, marriage and civil partnership, pregnancy and maternity. In addition, the impact of the scheme on levels of poverty and on rurality are also assessed in the same way. There is then a section where any other relevant information on the expected impacts of the scheme can be summarised. Through this EqIA process, we can show how accessibility considerations have been taken into account in the development and design of the scheme.

Alongside this, where there is an Local Walking and Access Forum group in a town where a Tranche 2 scheme is proposed, as part of the community engagement process, we will involve those with mobility impairments in reviewing draft designs of schemes

Governance arrangements

Normal process for all Transport Capital Schemes

In order for a project to progress from G1 to G2, approval is required from the Gateway Review Group. The group assesses the scheme against the following criteria:

- The proposal is in line with strategic and policy objectives
- The proposal includes a realistic delivery programme
- There is clear understanding of benefits, costs and risks
- Funding (held by HCC) for the scheme has been identified

All available options have been considered and explored
Consideration has been given to stakeholders
There is an appropriate level of information on what the Preliminary design stage needs to include
That the future programme for development of the scheme is realistic

In order to progress from G2 to G3, the Gateway Review Group will assess the information set out within the G2 to ensure that:

The project is fully defined, in line with strategic objectives, and that all interdependencies have been identified

Time, cost and quality tolerances have been updated

Costs and financial savings/ efficiencies are fully worked out

Benefits are well defined, with measurable targets and mechanisms for benefit monitoring and realisation

Risks and issues are understood, with mechanisms for mitigation in place

Stakeholders have been identified and a communications plan developed

A realistic and detailed project plan has been developed

Customers have been consulted and/or engaged where appropriate

Governance and assurance arrangements are in place

The Project Appraisal (G3) is a summarised version of the G2. This assessment allows the Director or Executive Member for Environment and Transport to consider the scheme (which is still a proposal, even now) and to formally approve its delivery onto the network. Once approval has been given, contracts can then be entered into to deliver the scheme.

Additional Governance processes for Tranche 2 EATF schemes

In addition to the normal process set out above, HCC have established an Emergency Active Travel Fund Scheme Board for Tranche 1 schemes which has an oversight and project governance role. This arrangement will be continued for Tranche 2 schemes. Any issues or risks with schemes that cannot be resolved at a project team level will be escalated to the Board for decision. Given the DfT requirements that all Tranche 2 schemes are procured within the 2020/21 financial year, the EATF schemes will receive additional oversight to the normal process for Capital projects, to ensure that these timescales are adhered to.

Question 44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators

Further to the engagement that has already taken place, the intention is to take a proportionate approach to consultation, engaging with District/Borough, Town or Parish Councils, local retailers and employers (using Business Improvement Districts, Traders Associations and other representative organisations where these exist), walking and cycling campaign groups, bus and taxi operators and elected councillors. To facilitate community input at a more rapid pace to reflect greater urgency in the scheme development process, HCC intends to use the Commonplace online engagement tool to help ensure effective engagement with residents, businesses and interested parties during the scheme development process.

Question 45. Please state which design standards have been followed in developing your scheme(s)

The designs developed seek to follow best practice from TfL and schemes in London Boroughs in design of pop-up schemes with full segregation, footway widenings & parklets, and the Mini-Holland schemes in design of modal filter schemes.

Although only published in July 2020, wherever possible, HCC will seek to apply the design principles as set out within Local Transport Note 1/20 - Cycle Infrastructure Design – which are broadly consistent with best practice design used in schemes implemented in London over the past 5 years.

46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants?

Yes

No

If yes, please provide details

Atkins – as our existing framework transport planning /design partner, to help prepare schemes from feasibility level to the detailed design stage.

Commercial case

Question 47. *Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place?*

Yes

No

Please provide details

Projects will be led by a client team and designed through Hampshire County Council Engineering Consultancy or Atkins as the County Council's Strategic Partner. Hampshire County Council and Atkins have the resources to provide the design, procurement and supervision elements of the works. Should specialist support or additional resources be needed, the County Council has the contractual opportunities to bring this in as required.

Construction works will be procured through the Hampshire County Council Generation 4 (also known as 'Gen4') frameworks which will commence from 2020, running until 2024 and is split between frameworks with varying value ranges. The frameworks are managed by Hampshire County Council and will be used by organisations within the South of England to deliver Civil Engineering and Highways related projects. The framework will provide HCC and the other participating authorities with access to a range of highly skilled and experienced suppliers who can deliver a substantial number of projects effectively and efficiently. The framework will also incorporate critical success factor performance indicators which ensure supplier performance will be maintained throughout the framework; providing a consistent, efficient and high-quality level of delivery on projects throughout the capital programme.

In addition HCC has a strong track record of successfully delivering a range of different types of highway schemes (including active travel schemes and reallocating road space from general traffic to sustainable modes), and doing so on time and on budget.

Monitoring and Evaluation

Question 48. Has monitoring and evaluation been considered for all scheme(s)?

Yes

No

If yes please provide details

For Tranche 1 schemes, HCC prepared a Monitoring and Evaluation framework to report on the measures in meeting the DfT's objectives of the Emergency Active Travel Fund. This framework is robust yet proportionate, taking into account some of the current limitations of collecting data (due to social distancing measures required for enumerators and staff). It incorporates quantitative and qualitative data sets, with data from current traffic and cycle count sites across the County being supplemented by observational surveys (including snap shot counts). Feedback has been requested and received via several channels including the Sustrans Space to Move forms. Wider data sets including personal injury accidents, Trafficmaster journey time data and air quality data will provide longer term evidence. This same approach will be used for all Monitoring and Evaluation activity for Tranche 2 schemes.

The Monitoring and Evaluation plan will assess the performance of the proposals against the specific scheme objectives and these have been defined in terms of key outputs and outcomes. The framework draws on quantitative and qualitative data, to monitor the safety and use of the walking and cycling schemes, which in the short-term aim to promote cycling as a replacement for journeys previously made by public transport. With the over-arching objective to embed walking and cycling as part of new long-term commuting habits, metrics are also included to monitor and evaluate behavioural change, health, air quality and congestion benefits. Key datasets to monitor and evaluate the schemes will include traffic, cycle and pedestrian before and after studies. HCC is currently trialing pedestrian and cycle radar counters which would enable a rolling programme of surveys to be set up, providing robust evidence of active travel modes. Perception/attitudinal surveys and scheme feedback will also be an important element in evaluating the schemes with longer term impacts monitored with wider statistics including personal injury accident, air quality and Trafficmaster journey time data.

The Monitoring and Evaluation plan will also monitor how the scheme performs on costs and delivering to requirement. Therefore, the scheme outturn costs and milestone delivery dates will be captured and compared with the budget forecast and programme.

Due to the number of schemes contained within Tranche 2 a detailed assessment will be undertaken to determine the extent of data that is currently available for each scheme.

Question 49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable") *

N/A

Declaration

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution;

- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s);

- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided;

- confirms that the authority has the necessary governance/assurance arrangements in place.

I also understand DfT may request further details as to the scheme(s) and costs therein.

Question 50. Reporting Officer details

Name – Heather Walmsley

Question 51. Senior Responsible Officer details

Name – Keith Willcox

Question 52. Section 151 Officer (or equivalent) details

Name – Rob Carr