

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	5 March 2013
Title:	Developing Major Transport Schemes in Hampshire
Reference:	4488
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to recommend the approval by the County Council of a 'development pool' of transport schemes (Appendix 1) for which further work will be undertaken to ensure readiness to maximise future funding opportunities.

2. Contextual information

2.1. On 24 February 2011, the County Council formally adopted the third Hampshire LTP. The LTP comprises two main components, a long-term (20-year) strategy setting out policies, and a short-term (three year) implementation plan covering delivery. In March 2011, the Hampshire LTP was published as a formal strategy of the County Council in two parts. Part A comprises six chapters that make up the long-term strategy, and Part B comprises the Implementation Plan. This was done with future revisions in mind.

2.2 At County Council, it was resolved that the implementation plan component of the LTP would be approved and would take the form of a three-year rolling programme that is considered annually as part of the County Council's Capital and Revenue Programmes. It was also resolved that delegated decision-making authority be given to the Executive Member for Environment to make changes of a minor nature to the LTP to reflect changes in policy, as part of a process of a regular review, to ensure the Plan remains current.

2.3 On 12 June 2012, the Executive member for Environment and Transport approved the first annual roll-forward of the three-year LTP Implementation Plan. This roll-forward reflected the outcomes of the annual budget setting process and a refresh of background information about Local Sustainable

Transport Fund projects and bids, changes to national funding streams, and the Growing Places Fund administered by local Enterprise Partnerships.

2.4 The Coalition Government has placed a significant emphasis on supporting economic growth and job creation. A key element of this agenda has been the establishment of Local Enterprise Partnerships (LEPs), that allow for strong partnership working between the public and private sectors. Within Hampshire, two LEPs have been set up:

- Enterprise M3 LEP, which covers northern and western Hampshire as well as western Surrey and;
- Solent LEP, which includes southern Hampshire, and the unitary authorities of Isle of Wight, Portsmouth and Southampton.

Both LEPs have identified transport investment as one of the key ways to facilitate economic growth.

2.5. The Government priority of economic growth and job creation, has also manifested itself in a new framework for transport scheme funding. Over the past 2.5 years increasing levels of funding have been made available from central government for transport schemes that support economic growth, and it is anticipated that this approach will continue at least through the life of the current Government. The list of funding streams for transport include:

- Better Bus Area Fund
- Community Linking Places Fund
- Green Bus Fund
- Growing Places Fund
- Local Sustainable Transport Fund
- Local Pinch Point Fund
- Regional Growth Fund
- Highway Agency Pinch Point Fund

2.6 Each of these funds has a slightly different emphasis and focus, but they are all consistent in being competitive and requiring projects to be delivered in a short timescale. They also have economic growth and job creation at their core. In order to maximise the level of funding the County Council is able to secure from these funds there is a need to have proposals well developed and able to be delivered quickly.

2.7 From 2015, funding for major transport schemes is set to be agreed and prioritised at a local, rather than national level, through newly established 'Local Transport Bodies' (LTBs). This is a change to the previous system where priorities for major transport schemes, were defined as schemes costing in excess of £5 million. These were proposed at a regional level by

the Regional Transport Board; offering advice on investment priorities to the Department for Transport.

- 2.8 The threshold of £5 million under the previous system meant that only a few key schemes could be prioritised for consideration at any one time. These schemes were previously identified in the transport capital programme. However, now it is proposed that the threshold for major schemes is at a lower level, with a working assumption of a minimum threshold of £2 million per scheme. A 'development pool' of schemes is therefore proposed, rather than a specific prioritised short-list.
- 2.9. The new LTBs are coterminous with LEP geographies and will receive a set amount of capital funding over the 2015-19 period from the Government (calculated on a per capita basis), which they will be able to allocate to major transport schemes. The geography for the two LTBs in Hampshire has been agreed, each reflective of the two LEP boundaries. Government required that LTBs submitted draft assurance frameworks, covering the Governance of these new bodies, by the end of February 2013. Following agreement to these frameworks and establishment of the LTBs, they will be required to submit initial schemes priorities to be funded from their allocations by end July 2013.
- 2.10 At the time of writing, it is expected that, in accordance with the Assurance Framework guidance, membership of the two LTBs will consist of the Local Transport Authorities and the LEP of each LTB area.
- 2.11 Inevitably there will be competition for LTB funds between promoters of schemes. It will therefore be imperative that the County Council positions itself to compete for these funds with a set of developed schemes that demonstrably support economic growth, provide value for money and are deliverable.
- 2.12 Whilst the devolved local major transport scheme funding pot for the period 2015-19 is a key area of focus, the availability of a pool of schemes will provide the Council with the agility and flexibility to take advantage of all funding opportunities as they arise.

3. Work undertaken to date

- 3.1. In the context of the importance of supporting economic growth through transport investment, and ensuring that Hampshire is prioritising development work on major schemes to meet the availability of funding and potential bid opportunities, it is clearly crucial to have a pool of well developed schemes that can be delivered quickly.
- 3.2. Study work has therefore been undertaken in both of the LEP areas for Hampshire in order to achieve this. The prioritisation work undertaken to date reflects the availability of the supporting transport and economic evidence base in these areas. In particular, transport priorities within the

Solent LEP area of Hampshire have been informed by use of the Sub-Regional Transport Model (SRTM) feeding into the Transport for South Hampshire (TfSH) Transport Delivery Plan.

- 3.3. For the Enterprise M3 area of Hampshire, no strategic evidence base currently exists, so an alternative methodology has been used to prioritise potential major schemes, based on Department for Transport best practice in early stage scheme assessment.

a) Solent LEP area of Hampshire

- 3.3.1. One of the TfSH Business Plan Requirements was for the development of a “Long Term Strategic Implementation Plan” (LTSIP), subsequently renamed to the Transport Delivery Plan (TDP). The TfSH Business Plan was approved by the County Council on the 29th November 2012 and the TDP was adopted by the TfSH Joint Committee on the 5th February 2013.
- 3.3.2 The TDP represents the final output of the TfSH Evidence Base workstream. Part one of this workstream delivered the Sub-Regional Transport Model (SRTM), which has subsequently proved to be an excellent investment, following its role in supporting the successful TfSH funding applications to the Local Sustainable Transport Fund (£18 million) and the Better Bus Area Fund (£4.5 million) amongst other uses. Workstream two utilises this evidence and forecasting capability to inform a clear and robust delivery plan that is both grounded in evidence and also reflective of the significantly changed context, to position the TfSH area well for future funding opportunities.
- 3.3.3. The TDP provides a clear statement of the transport scheme priorities to be progressed by TfSH and its constituent authorities and provides a robust starting point from which to take forward scheme development and funding bid preparation. It also provides partners with a clear view of TfSH scheme priorities.
- 3.3.4. The TDP is a strategic delivery plan and as such does not include the full range of transport schemes that are being taken forward by Local Transport Authorities (LTAs). For the County Council more localised transport schemes are captured within the Local Transport Plan Implementation Plan, whilst all schemes – local and strategic – will be included within Borough/District Transport Statements.
- 3.3.5. It is important to recognise that the TDP represents where we are now based on forecast growth. However, things change, and the TDP should be seen as a live document that will be reviewed on a six-monthly basis through the TfSH Joint Committee as evidence changes and as opportunities present themselves.
- 3.3.6 A summary list of the ‘development pool’ major schemes in South Hampshire that emerge from the TDP is provided in Appendix 1. This list is not restricted to schemes on the County Council’s highway network but also includes schemes that would be delivered by other

bodies (such as the Highways Agency and Network Rail). The Council will work with partners to develop these schemes and identify funding opportunities.

b) Enterprise M3 LEP Area of Hampshire

3.3.7 A study has been completed that informs the prioritisation of major schemes in the Hampshire area of the Enterprise M3 LEP and in particular fits with LTB set up timescales. This study has:

- assessed the currently available transport, economic, social and environmental evidence base;
- identified potential major schemes of a forecast value of £2 million or more, based on current policy documents, particularly the current Local Transport Plan and relevant district & borough statements;
- set out key objectives to support major scheme development, linked to current policy priorities; and
- appraised potential schemes against key objectives, and then through a standard early appraisal process, based on the Department for Transport Early Assessment and Sifting Tool (EAST).

3.3.8 On the basis of the study assessment, the study team were able to identify those proposed transport improvements that better met the EAST criteria. EAST is a decision making tool that quickly summarises and presents evidence on options in a clear and consistent format, and allows early indication of how particular options perform. It is consistent with transport business case principles, and allows for assessment of schemes against a number of factors grouped into strategic, economic, managerial, financial and commercial cases. Importantly, this process includes allowing for assessment of value of money, deliverability and risks.

3.3.9 Results of the EAST process has enabled the identification of a 'development pool' of potential major schemes in the Enterprise M3 area of Hampshire for development and delivery over the next few years. Effectively, these schemes have been identified as better supporting economic growth, are seen as deliverable in the immediate future, and would likely meet full business case requirements, should these need to be submitted for funding bid purposes. It is important to note that the work also identified a number of potential schemes which, although not suitable for the current 'development pool' list for major schemes, could be taken forward through alternative funding or delivery mechanisms, such as being linked to future growth or development options. This includes a number of schemes previously identified in the relevant Town Access Plans and district/ borough statements. Full details on these are outlined in the background Major Schemes Priorities Report.

3.3.10 Although the study work as described above was focused on the Hampshire area of the Enterprise M3 LEP, it is understood that a similar methodology for prioritisation was undertaken by Surrey County Council for their area of the LEP. Following this work, a proposed major scheme programme was agreed by their Cabinet in November 2012. This will help in the production of a prioritised programme across the whole of the Enterprise M3 LEP area.

3.3.11 Full results of this study work are outlined in 'Major Schemes Priorities Assessment Report, January 2012' available as a background report. A summary list of the 'development pool' schemes is given in Appendix 1.

4. Finance

- 4.1. Further development of Major Schemes will in the main be undertaken by internal staff resources, co-ordinated by Strategic Transport. The forward transport capital programme agreed by the Executive Member for Environment and Transport on 22 January includes provision for major scheme development in the 2013/14 financial year.
- 4.2. It is not yet known how much funding will be provided through the LTB mechanism, although initial estimates from the Department for Transport suggest for the Solent LEP, £29m will be allocated to the area for the period 2015-19, and £36m available for the whole of the Enterprise M3 area over the same period, although DfT has asked areas to plan for one third above and one third below this figure. It is understood that the Highways Agency will retain funding to improve the existing strategic road network, but that the LTB funding could be used to contribute towards part of the costs of a larger scheme.
- 4.3. Other funding sources for major schemes, including relevant match funding to LTB funding, are likely to be developer contributions, including Community Infrastructure Fund monies when they become available, new funding bid pots including local Pinch Point, and funds available via the LEP such as the Growing Places Fund.

5. Stakeholder engagement

- 5.1. The role of consultation has been an important part of the development of the TDP. A final consultation period on a draft of the TDP ran from 14 December to 14 January. This built on earlier engagement activity in October at well-attended stakeholder workshops.
- 5.2. The consultation draft was made available on the TfSH website from 14 December and emails were sent directly to a large number of stakeholders including businesses and business groups, local and central government, health, education and transport sectors, as well as to specific interest

organisations/groups, amongst others, to advise them of the consultation and to encourage responses.

- 5.3. The Enterprise M3 LEP Hampshire area Major Scheme Prioritisation Study included 2 stakeholder workshops, held on 11 September and 13 December. These workshops were chaired by Hampshire County Council Executive Member for Transport and the Environment and attended by representatives from business, the Enterprise M3 LEP, district/ boroughs, Highway's Agency, Network Rail, and the bus industry.
- 5.4. The first workshop on 11 September outlined the LTB proposals, proposed study process, and allowed them to feed back on study objectives and an initial outline list of potential major schemes, based on review of key policy documents. Feedback from districts/ boroughs in particular informed further development of the list of possible major schemes. The second workshop on 13 December gave an update on LTB process and the results of the EAST appraisal process, including presentation of the proposed 'development pool' of major schemes for the area.

6. Future direction

- 6.1. Development of relevant more detailed study work on the major schemes outlined in Appendix 1 will be prioritised and undertaken by the Strategic Transport Group to ensure that the County is able to meet the availability of funding and potential bid opportunities. This will include relevant transport modelling and engineering feasibility work, where this has not yet been carried out. For the Enterprise M3 area it will also include taking forward development of a relevant strategic evidence base in association with key partners, particularly Surrey County Council and the Enterprise M3 LEP.
- 6.2. TfSH will be taking forward a funding strategy to identify potential funding sources for the schemes proposed within the TDP.

7. Recommendation

- 7.1 That, in the context of the Hampshire Local Transport Plan (2011), the list of potential major transport schemes for Hampshire (Appendix 1) be approved as a 'development pool' of schemes for which further work will be undertaken to ensure readiness to maximise future funding opportunities.

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

Hampshire safer and more secure for all:	no
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):	

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

TfSH Transport Delivery Plan, 2012
Hampshire Enterprise M3 area Major
Schemes Priorities Assessment Report,
Jan 2012

Hampshire County Council, The
Castle, Winchester

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on Developing Hampshire's Highway Network and Transport Systems.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.
- 1.3 As the schemes included within this report are developed further their equalities impact assessment will be addressed at Project Appraisal stage.

2. Impact on Crime and Disorder:

- 2.1. None.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

As part of the sifting process employed to identify the major transport schemes identified within this report carbon reduction was a key consideration.

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

A core outcome from the delivery of the schemes identified within this report is to realise a sustainable transport system that supports sustainable economic growth. A move to lesser intensive carbon fuels, is supported by the schemes, which seek to promote mode shift to public transport and active modes and also improve the functioning of the existing highway networks. New infrastructure will be delivered in accordance with design standards that provide resilience to longer term climate change impacts.

Developing Major Transport Schemes in Hampshire, EMET Report, 5 March 2013

Appendix 1: 'Development Pool' of Major Transport Schemes

Solent LEP Area	
Scheme Name	Summary*
South East Hampshire Bus Rapid Transit (SEHBRT)	<p>Short term - prior to 2019</p> <ul style="list-style-type: none"> • Fareham Bus Station to Gosport ferry – via Priddys Hard completion of on road route • Fareham Bus Station to Gosport ferry – via Anns Hill Rd, completion of on road route • A27 Fareham to QAH • Clanfield – Waterlooville QAH – London Road - Portsmouth, The Hard – A3 ZIP Upgrade / re-branding • Waterlooville – QAH – M275 – Portsmouth The Hard – Southsea • Havant Bus Station – Eastern Rd Copnor Road – Southsea • Havant Bus Station – Portsmouth , The Hard via QAH and London Road OR Copnor Rd <p>Short-medium term - prior to 2019 (Subject to timing and funding)</p> <ul style="list-style-type: none"> • Fareham Bus Station to Gosport ferry – via A32 completion of on road route • Fareham Station / West Street roundabout . • North Fareham – Fareham Station – Gosport ferry • North Fareham – Portsmouth via A27 • North Fareham – Portsmouth via M27 • Extension south to Rowner Road • Northern Quarter – Rudmore Road to Unicorn Road • Northern Quarter – Rudmore Road to Unicorn Road – further enhancements <p>Medium term - prior to 2026</p> <ul style="list-style-type: none"> • Dunsbury Hill Farm – Havant • Havant to West of Waterlooville Major Development Area • Off-road extension north to A27, Fareham Station
Botley Road Bus Link	A new bus-only link from Bursledon Road to West End Road, facilitating a link between Southampton and Hedge End.
Longer Term Interchange Improvement to Improve East-West Connectivity	<p>This scheme comprises interchange improvements aimed at facilitating east-west movements by public transport by creating hubs at four key rail stations:</p> <ul style="list-style-type: none"> • Hedge End • Swanwick • Fareham • Havant

	This scheme seeks to establish the above stations as rail hubs (in addition to the key city and airport rail hubs that exist) to which buses would serve.
Gosport Bus & Ferry Interchange	This scheme identifies a need to improve the heavily used ferry and bus interchange in Gosport. No specific options have been identified as proposals will be linked to planned redevelopment.
Waterside Rail	Re-introduction of the Waterside Line for passenger services, connecting Hythe with Southampton.
Windhover Roundabout Improvements	The current arrangement of the Windhover Roundabout includes both the A3025 Hamble Lane and A3024 Bursledon Road operating under traffic signal control. Proposals here would seek to improve the function of this congestion hot spot to improve journey time reliability.
M27 Junction 8 Improvements	This scheme involves the signalisation of M27 junction 8 off slips & Bert Betts Way (at Windhover Roundabout) part time in the AM and PM peak. This scheme would be delivered by the Highways Agency.
A27 Capacity Improvements (Fareham - Segensworth - Windhover)	The scheme would widen the single carriageway section of the A27 between Fareham Station and Segensworth, updating traffic signals and improving junctions along this section. Consideration will also be given to capacity and junction improvements along the A27 between Segensworth and Windhover roundabout.
M3 Junction 9	The confluence of the M3 and A34 is a strategic congestion hotspot on a vital link between the South Coast and the Midlands. Proposals here would seek to address, in particular delays on the A34 south bound approach to the junction.
Management and Control of Motorways (all motorways in TfSH area)	This scheme involves the use of technology to employ variable mandatory speed limits on all motorway links in the TfSH area. No additional motorway capacity would be provided. This scheme would be delivered by the Highway Agency.
Access to Eastleigh Riverside	Eastleigh Borough Council is currently undertaking a piece of work to identify access options for unlocking the development potential of Eastleigh River Side.
Whiteley Way Northern Extension to A3051	The scheme consists of extending the existing Whiteley Way to provide a direct access to the A3051 at a new signal controlled junction. The scheme – if delivered – would be funded by developers.
M27 Junction 9 (Whiteley)	The scheme would provide a free-flow lane from Whiteley Way south-bound to the eastbound on-slip of M27. A bus only lane would also be provided on the circulatory carriageway at

	Junction 9. This scheme would be delivered by the Highway Agency.
Access Improvements to New Community North of Fareham	Transport proposals are being developed as part of the work to support the delivery of housing and employment at the proposed New Community North of Fareham, including at M27 Junction 10 and 11.
Dunsbury Hill Farm	<p>Transport infrastructure is the key constraint in unlocking this strategic employment site. Transport requirements include:</p> <ul style="list-style-type: none"> • Access via junction 3 A3(M) and the ASDA roundabout (Hulbert Road/Purbrook Way) • There will be a transport link to Leigh Park through the Dunsbury Hill Farm development that will comprise of a public transport corridor, providing access for buses, pedestrians and cyclists, as well as private vehicles to the development site. This link will provide a west to east link across the borough that will bring significant social benefits • HBC/HCC have also identified the need for a pedestrian link across Junction 3 of the A3(M) from Waterlooville to Dunsbury Hill Farm.

** All schemes are described in more detail in section 9 of the TDP.*

In addition to the above a number of schemes are being identified to support the delivery of strategic sites (such as the New Community North of Fareham) through the development process. These are identified in section 10 of the TfSH TDP.

Enterprise M3 LEP Area	
Scheme Name	Summary Description
M3 online improvements and at Junctions 4 & 4A on & off slip roads	Capacity improvements on the first section of the M3 in North Hampshire, including allowing for enhanced access/ egress to this strategic link from growth areas in Farnborough and Aldershot.
Access improvements to M3 Junction 4A; Summit Ave, Minley Link	Improvements to this access route to the M3 from Farnborough/ Fleet, including capacity improvements at these junctions.
A30 improvements between A327 - A331 at Blackwater, Hart	Improvements on the A30 corridor, including a proposed new roundabout at the A327 Hartford Bridge Flats Junction.
Fleet station improvements.	<p>Enhancements to Fleet station including:</p> <ul style="list-style-type: none"> • Construction of a modular rail station building. • Provision of more parking • Improved bus interchange and pedestrian/cycle access in the forecourt area.

A3011 Corridor Improvements, Aldershot	<p>Junction Improvements on this corridor including:</p> <ul style="list-style-type: none"> • Signalising Queens Rdbt (A3011/A325); • Capacity enhancements at the A3011 / Redvers Buller Rd junction
A325/A327 Corridor Improvements, Farnborough	<p>Junction improvements on the</p> <ul style="list-style-type: none"> • A325 Corridor between Queens & Bradford rdbts including at Pinehurst rdbt, Clockhouse Roundabout, Prospect Ave signals, Bradfords rdbt • A327 Corridor at Sulzers rdbt.
A331 Govm'nt House Rd new jnct, Aldershot	<p>Partial movements junction utilising Government Road Bridge to create a new junction with the A331 with northbound on slip road and potentially southbound off slip.</p>
A30 corridor improvements, Basingstoke	<p>Junction improvements at:</p> <ul style="list-style-type: none"> • Kempshott rdbt, • Brighton Hill rdbt , • A30/ A340 Winchester Road rdbt and • A30 Ringway South/ A339, Hackwood Road rdbt.
A3010 corridor improvements, Basingstoke	<p>Junction Improvements on the A3010 corridor at</p> <ul style="list-style-type: none"> • A340/ A3010 / B3400: Thornycroft roundabout • A3010 Churchill Way: Victory & Eastrop roundabouts
A33 corridor improvements, Basingstoke	<p>Junction Improvements on the A33 corridor at:</p> <ul style="list-style-type: none"> • A33/ Thornhill Long Lane crossroads Binfields Roundabout • A33/ Crockford Lane Roundabout and • A33 / A339 Ringway Roundabout: Reading Road Rdbt
A339/ A340 Corridor improvements, Basingstoke	<p>Junction/ capacity Improvements on the A339 Corridor at:</p> <ul style="list-style-type: none"> • Rooksdown Rdbt, • Aldermaston Roundabout • A340 Rdbt / Ringway A339 • Dualling of a section of the A340 north of A339 Ringway junction

<p>Bus improvement measures - Daneshill Rbt to Town Centre, Basingstoke</p>	<p>This scheme would improve reliability of bus journey times on the high frequency bus routes through this area (between Chineham and the town centre).</p>
<p>A33 to Cufaude Lane Link, Chineham, Basingstoke</p>	<p>New Road Link north of Taylors Farm development. This would provide a new road link to Chineham Business Park and the site of the proposed Chineham Station.</p>
<p>Chineham Station, Basingstoke</p>	<p>New Station at Chineham, on the Basingstoke to Reading line. This would provide access to Chineham Business Park and proposed new areas of growth.</p>
<p>A325 Whitehill and Bordon Traffic Management Options</p>	<p>Measures to address traffic issues and improve pedestrian safety and sustainable travel on the A325 through Whitehill Bordon. Implementation of measures linked to the Inner Relief Road scheme (see below).</p>
<p>Whitehill and Bordon Inner Relief Road</p>	<p>The Inner Relief Road is linked to proposed major development in Whitehill and Bordon and would allow traffic management measures to be introduced on the existing A325 (see above).</p>
<p>Bridge widening and junction improvements, The Butts, Alton</p>	<p>Changes to the rail bridge to allow enhancements to the existing junction, including replacement with the current mini rdbt with a new larger capacity roundabout. Linked to potential growth areas in Alton.</p>
<p>Capacity improvements on the A31 Westbound approach to the A338 Junction, nr Ringwood, New Forest</p>	<p>Additional westbound lane on the A31 on the approach to the junction with the A338 to relieve queuing back at this junction and improve journey times on this strategic route.</p>
<p>M3 Junction 9 improvements, Winchester</p>	<p>The confluence of the M3 and A34 is a strategic congestion hotspot on a vital link between the South Coast and the Midlands. Proposals here would seek to address, in particular delays on the A34 south bound approach to the junction (also identified as priority for access to Solent LEP area).</p>

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	5 March 2013
Title:	Developing Major Transport Schemes in Hampshire
Reference:	4488
Report From:	Director of Economy, Transport and Environment

Contact name: Keith Willcox

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1. The decision:

- a) That, in the context of the Hampshire Local Transport Plan (2011), the list of potential major transport schemes for Hampshire (Appendix 1) be approved as a 'development pool' of schemes for which further work will be undertaken to ensure readiness to maximise future funding opportunities.
- b) That authority be given for the commissioning of data collection for the North Hampshire Area as a basis for the accelerated development of the evidence base.

2. Reason for the decision:

- 2.1. To ensure that the development of major scheme study work is prioritised to enable appropriate schemes to come forward for delivery that support economic growth and take advantage of future funding opportunities.

3. Other options considered and rejected:

- 3.1. None

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker: None
- 4.2. Conflicts of interest declared by other Executive Members consulted: None

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

I note two additional schemes to be incorporated as part of the overall project:
- Alton Western by-pass (New Highway Link between the A31 and A339, by-passing Alton town centre and the Butts Junction- progression will be informed by local plan growth proposals for Alton)
- A31/B3004 Junction (New grade separated junction at this location- progression will be informed by local plan growth proposals for Alton).

Approved by:

Date:

5 March 2013

**Executive Member for Environment and Transport
Councillor M J Kendal**

Decn/4488/KW