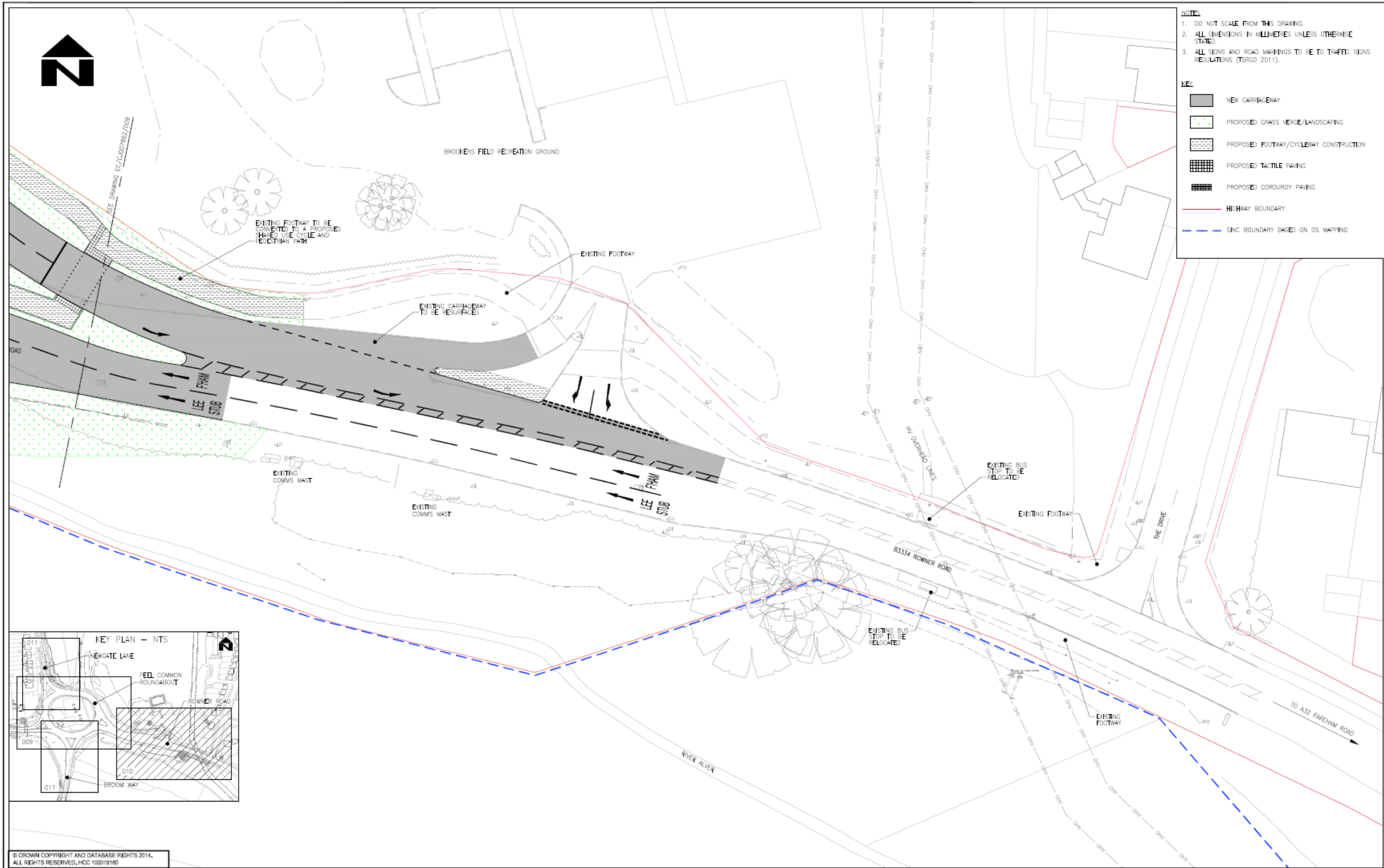


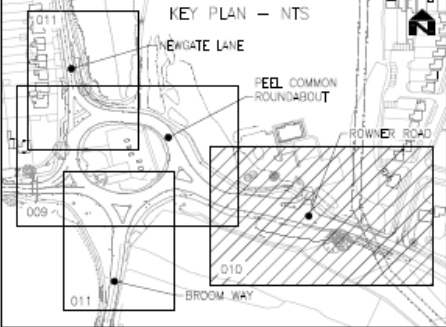
Appendix A(i)

Scheme Drawings – Peel Common Roundabout



- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED.
 - ALL SIGNS AND ROAD MARKINGS TO BE TO TRAFFIC SIGNS REGULATIONS (TSRGD 2011).

- LEG**
- NEW CARRIAGEWAY
 - PROPOSED GRASS VERGE/LANDSCAPING
 - PROPOSED FOOTWAY/CYCLEWAY CONSTRUCTION
 - PROPOSED TACTILE PAVING
 - PROPOSED CORDUROY PAVING
 - HIGHWAY BOUNDARY
 - SINC BOUNDARY BASED ON OS MAPPING



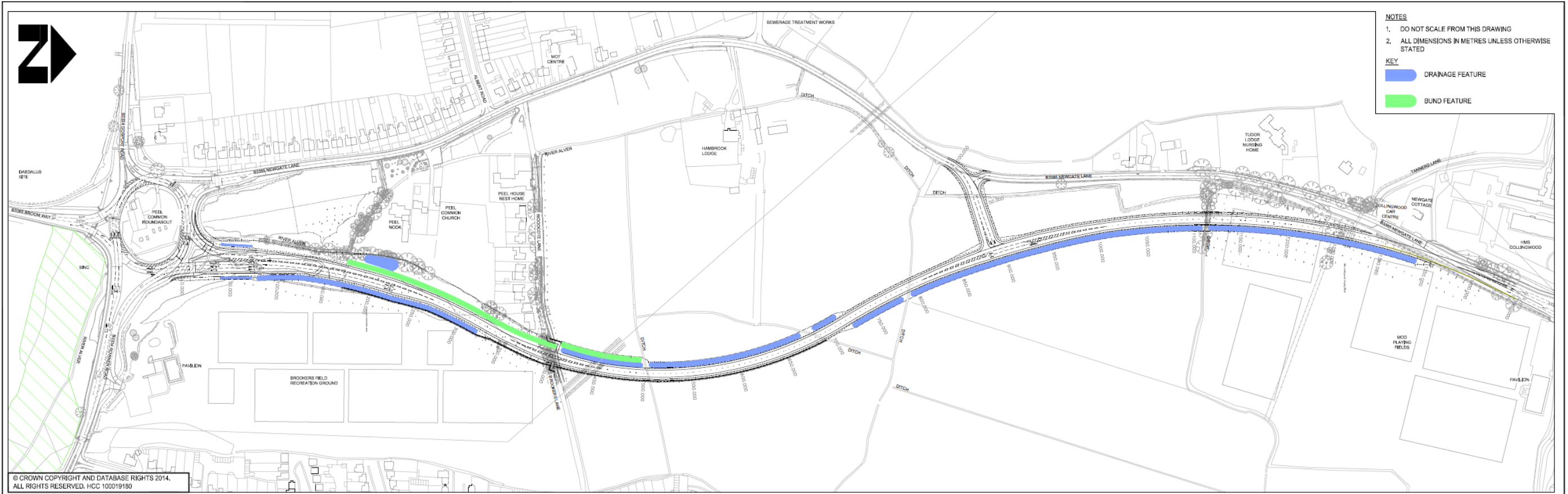
© CROWN COPYRIGHT AND DATABASE RIGHTS 2014. ALL RIGHTS RESERVED. HCC 100019180

<p>CLIENT</p> <p>HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>				<p>CONSULTANT</p> <p>Hampshire County Council Engineering CONSULTANTS</p> <p>STUART JARVIS BSc DipTP FCIHT MRTPL DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</p>				<p>DESIGNER</p> <p>PM CAD PM LW LW</p> <p>APPROVED CM CM</p>				<p>SCHEME</p> <p>PEEL COMMON ROUNDABOUT IMPROVEMENT</p> <p>JOB No. EC/J007862/01</p> <p>SCALE 1:250</p> <p>DATE 05.03.2014</p> <p>SHEET NUMBER 2 OF 3</p>				<p>DRAWING TITLE</p> <p>GENERAL ARRANGEMENT</p> <p>HCC JOB NO. 100019180/1</p> <p>DRAWING NUMBER EC/C/J007862/010</p> <p>REV C</p>			
<p>C DRAWING NOTES TO DESIGN & DESIGN</p>				<p>25.09.2014 RWS PM OK</p>															
<p>B TOWER POST AND ROAD MARKING AND SIGNING (DRAWN), COLOURS (REVISED) AND DESIGN UPDATE</p>				<p>22.08.2014 LH PM OK</p>															
<p>A TOWER CROSSING LOCATION (REV) AND SURROUNDING AREAS (REVISED)</p>				<p>28.07.2014 LH PM OK</p>															
<p>REV AMENDMENTS</p>				<p>DATE CAD CHKD APPD</p>															

HCC JOB NO. 100019180/1

Appendix A(ii)

Scheme Drawing – Newgate Lane South



<p>CLIENT</p> <p>HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT IMPLEMENTATION GROUP</p>		<p>CONSULTANT</p> <p>Hampshire County Council Engineering CONSULTANCY</p> <p>STUART JARVIS BSc DipTP FCIHT MRTPI. DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</p>		<p>DESIGNER AI</p> <p>CAD AI</p> <p>CHECKED RW RW</p> <p>APPROVED CM CM</p>	<p>SCHEME</p> <p>NEWGATE LANE SOUTHERN SECTION</p> <p>JOB No. CJ007861.001</p> <p>SCALE @ A1 1:2000</p> <p>DATE 04.06.2014</p> <p>SHEET NUMBER 1 OF 1</p>	<p>DRAWING TITLE</p> <p>GENERAL LAYOUT</p> <p>HCC CAD PLOT: 04062014 10:11:43</p> <p>DRAWING NUMBER EC/CJ007861/014</p> <p>REV</p>										
<p>AMENDMENTS</p> <table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>CAD</th> <th>CHRD</th> <th>APPD</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		REV	DATE	CAD	CHRD	APPD						<p>HCC CAD FILE: K:\07\Roads\Scheme\CJ007861\01 Newgate Lane Southern Section\AutoCAD\Drawn\CJ007861_01.dwg</p>				
REV	DATE	CAD	CHRD	APPD												

Appendix B

Stakeholder Letters

FAREHAM

BOROUGH COUNCIL

Heather Walmsley
Client Manager
Hampshire County Council
Economy, Transport & Environment
Department
Elizabeth II Court West
The Castle
Winchester SO23 8UD

Director of Planning
and Development
Richard Jolley

Contact: Richard Jolley

Ext.: 4388

Date: 30 July 2014

EMAIL LETTER

Dear Heather

Improving Access to Fareham and Gosport consultation

Further to your letter dated 5 June 2014 to Peter Grimwood, Chief Executive of Fareham Borough Council, I have pleasure in enclosing the Council's response to the current consultation exercise on the Improving Access to Fareham and Gosport consultation.

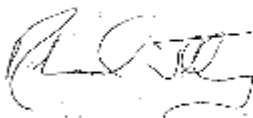
- An Executive Briefing Paper entitled "Response to Consultation – Stubbington Bypass" was brought before the Council's Executive Meeting on 7 July 2014.

A copy of the Briefing Paper together with background information and Record of Decision, which includes agreement to sending the response to Hampshire County Council before the end of the Consultation period, can be found under Item 9 "Planning and Development" of the Meeting Agenda via the following link to Fareham Borough Council's website:

<http://moderngov.fareham.gov.uk/ieListDocuments.aspx?CId=129&MId=2844&Ver=4>

I trust that this provides the necessary information but should you require further details then please do not hesitate to contact me.

Yours sincerely



Richard Jolley
Director of Planning and Development

Director of Planning and Development
Civic Offices Civic Way Fareham PO16 7AZ
Tel(01329) 236100 Fax: (01329) 550576
Answer phone: 01329 824630
rjolley@fareham.gov.uk DX 40814 (please state dept)

Strategic Transport Major Project Team
Economy, Transport & Environment Department
Hampshire County Council
The Castle
Winchester
SO23 8UD

Please ask for:

Ian Lycett

Direct dial:

(023) 9254 5201

E-mail:

ian.lycett@gosport.gov.uk

23rd July, 2014

Dear Sirs,

RE: IMPROVING ACCESS TO FAREHAM & GOSPORT CONSULTATION

I am responding on behalf of Gosport Borough Council to your consultation on the preferred options for the following strategic highway schemes to improve access to Fareham and Gosport:-

- Stubbington Bypass
- Newgate Lane southern section
- Peel Common roundabout
- the A27 Corridor, Fareham to Segensworth

I note these proposals arise from your appraisal of the public consultation events in June 2013, and subsequent design and assessment works considered in the report to the Executive Member for Economy Transport & the Environment of 17th March, 2014 at the following link :-

http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=5707&tab=2&co=&confidential=)

In giving my response I refer to the consultation documents at the links below which were used for nine public exhibitions held in June this year:-

<http://www3.hants.gov.uk/stubbingtonbypass>

<http://documents.hants.gov.uk/transport-consultations/stubbington-bypass/consultation-document-june-2014-v2.pdf>

Stubbington Bypass

I am pleased to note that the preferred route selected for the Stubbington Bypass is a combination of the blue and red route between Titchfield Road and Gosport Road as advocated by the Borough Council in our response to your initial consultation. I re-affirm our support for reasons as set out in my letter of 20th September, 2013.

A27 Improvements

Your proposals for complimentary improvements to the Titchfield Gyratory and the A27 to Segensworth, including improvements to the St Margaret's roundabout and dualling of single carriageway sections, are also welcomed. They will improve western access, particularly to employment in Segensworth and Whiteley, and to the motorway (M27 junction 9).

Newgate Lane South

The Borough Council has safeguarded a route for re-alignment of Newgate Lane in Local Plans since 1995 and supports the preferred route identified by the County Council. We do however have some concerns and seek your assurance that the following matters will be addressed:-

- The design will minimise the encroachment of the road corridor upon Brookers Field and will enable the retention of the sports pitches with little or no modification.
- Sports fencing will be provided as and where required.
- Noise fencing, bunding or other attenuation measures will be employed to mitigate the noise impact upon the residents of Peel Common and the users of Brookers Field.
- Landscaping will be provided to soften the visual impact of the fencing, restore the amenity of Brookers Field and provide some replacement habitat for the area lost to the scheme.
- There is fairly substantial mature landscaping within Brookers Field screening most properties in Peel Common from the proposed road, but this should be reinforced where necessary in consultation with the Council and residents.

The re-alignment of Newgate Lane will afford a considerable improvement in the environment for Newgate Lane residents and the removal of heavy traffic enables the old road to be used for servicing and a cycle track. This is supported as it will enhance the existing cycle network and release a demand for cycling between Gosport and Fareham currently suppressed by the challenging traffic conditions on Newgate Lane. I would ask that you consider traffic management measures as necessary to ensure it is attractive to cyclists and not available for through traffic.

I would advocate that bus services are run along the new road in preference to the old. This will enable the layout of the Peel Common junction to be optimised for maximum traffic flow and will avoid potential traffic management problems commonly associated with bus gates. It will also afford the best conditions for cycles circulating the roundabout. Bus stops in lay-bys should be provided on the new road near Brookers Lane so they are accessible to both Newgate Lane and Peel Common

residents. This will maximise potential patronage, which is important given the vulnerability of existing services.

Some improvements to Brookers Lane are desirable to provide a better route for cyclists and pedestrians. This is likely to become more popular and the design should enable the future provision of a controlled crossing to replace the proposed refuge if needs be.

Conclusions

Overall my Council welcomes and supports the proposed measures which have the potential to deliver a comprehensive improvement in western access to Fareham and Gosport and will address the current traffic impacts upon Stubbington Village and the wider ranging problems of congestion. The measures will assist in the retention and promotion of local employment which is essential to promote the economic welfare of the Borough.

If you would like to discuss any matters please contact David Duckett, my Head of Transport and Traffic on 02392 545424, or email david.duckett@gosport.gov.uk.

Finally I would welcome clarification of the results of the recently announced Growth Deal and the implications for the delivery of these schemes.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ian Lycett', written in a cursive style.

IAN LYCETT

CHIEF EXECUTIVE

Appendix C

Overview of Modelling Tools

Overview of the Modelling Tools

This note provides a summary of the model used to support the Economic Case. Full details are included in the Model Validation Report which is available from:

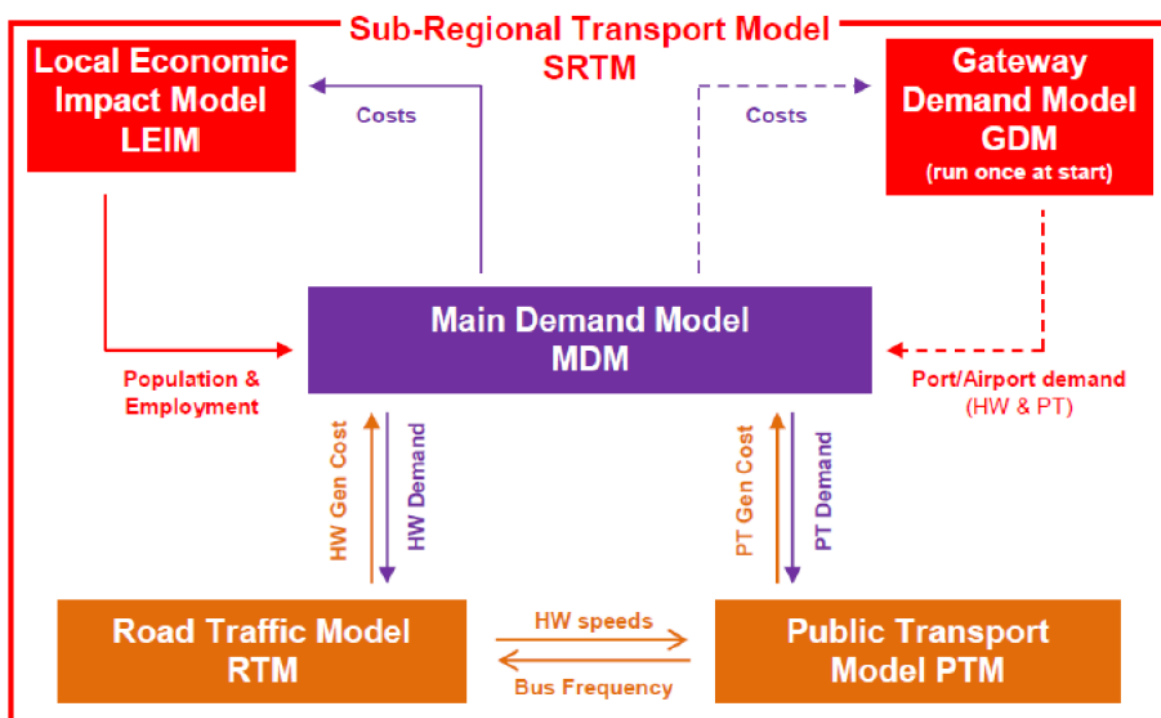
<http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-projects-evidence-base.htm>.

The Transport for South Hampshire Sub-regional Transport Model (SRTM) modelling suite is an evidence-based land-use and transport interaction model developed to provide a strong analytical basis for the development of coherent, objective-led implementation plans to enable the changes in transport provision required to deliver prosperity to the area.

This is a fully WebTAG compliant multi-modal strategic transport model for the South Hampshire area, covering the part of the Solent LEP area within Hampshire. The modelling suite includes a Demand Model, Road Traffic Model (SATURN) and Public Transport Model (CUBE VOYAGER). The model is based on an extensive programme of traffic and public transport data collection, including Road Side Interviews and bus and rail passenger interviews. The model is fully calibrated and validated.

The integrated forecasting approach contains a suite of transport models and an associated Local Economic Impact Model (LEIM). The toolkit has been developed to assist in the ongoing investigation, appraisal and assessment of different: policies; strategies; and infrastructure, management and operational interventions on land-use policies and transport provision.

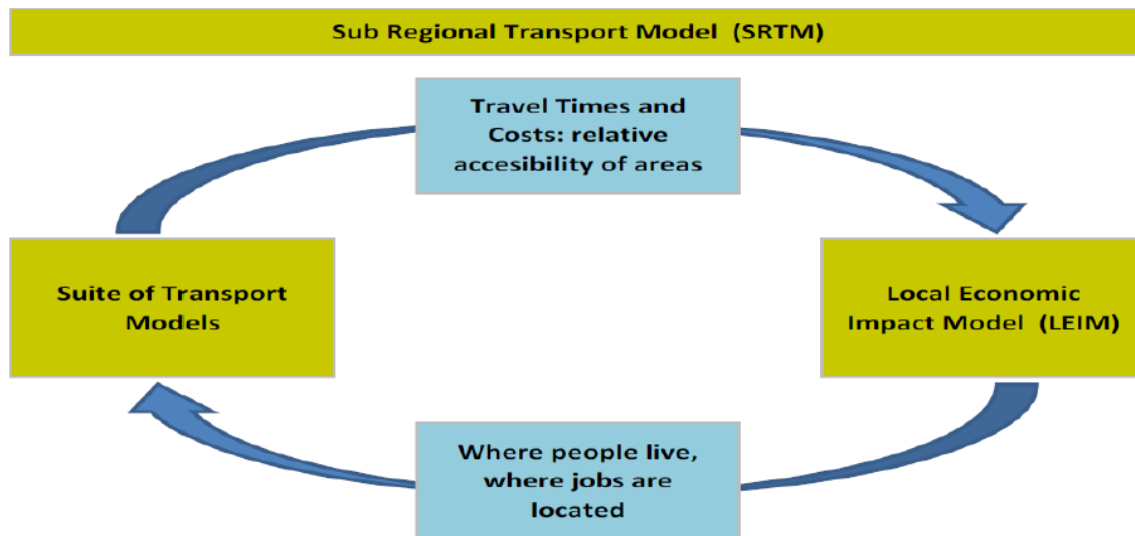
The suite of transport models comprises the Main Demand Model (MDM), the Gateway Demand Model (GDM), Road Traffic Model (RTM) and Public Transport Model (PTM). The diagram below shows the interaction of the various models within the SRTM.



The Local Economic Impact Model forecasts:

- The supply of housing
- The number of households by type
- The population by person types
- The number of jobs by sector
- The amount of commercial floorspace

The forecasts are produced for each year of the forecast period (2011 – 2041), and are affected by a range of factors, including, importantly, the performance of the transport network which is input for the years 2014, 2019, 20126 and 2036.



The changes in the supply of housing and employment floorspace are controlled in line with local planning policies and national figures in TEMPRO 6.2. Planning assumptions on permissible development were collected from the relevant local planning authorities and they cover the period up to 2026. For the period beyond 2026 LEIM assumes a greater intensification of use at existing sites only.

The overall growth of South Hampshire can be allowed to vary within constraints set by the TEMPRO data at a sector level, to test the impact of transport and planning policies, or it can be fixed to test the consequences of higher or lower levels of growth.

The outputs of the LEIM are used by the transport models to predict the demand for travel to and from areas within South Hampshire and these can be compared to assess the land-use/economic impacts of different planning and transport policies. The models are set up for a base year of 2010 with forecast scenarios for 2014, 2019, 2026 & 2036. The transport models represent travel conditions for the morning and evening peak periods and the inter-peak period. They estimate the changing patterns of travel separately for travellers undertaking journeys for different purposes (e.g. for commuting or for education-related journeys) and for light and heavy goods vehicles).

Other Relevant Supporting Documents

<http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-projects-evidence-base.htm>

Data and traffic Survey Report

This report describes the transport surveys including Road Side Interviews, Automatic Traffic Counts and bus passenger surveys carried out in the data collection stage of the project, between May and July 2010.

<http://www3.hants.gov.uk/110209-tfsh-evidence-base-report-on-surveys.pdf>

Local Model Validation Report (LMVR)

These reports detail the calibration and validation of the SRTM the Road Traffic Model (RTM) which determines the routes taken by vehicles through the road network and journey times, accounting for congestion and the Public Transport Model (PTM) which determines routes and services chosen by public transport passengers.

<http://www3.hants.gov.uk/2011-tfsh-road-traffic-model-calibration-and-validation-report-4.pdf>

<http://www3.hants.gov.uk/2011-tfsh-ptm-calibration-validation-report-5.pdf>

Demand Model Report

The report covers the calibration and validation of the main demand model, including the standard realism tests, gateway demand model, local economic impact model and Fitness for Purpose of all three SRTM components

<http://www3.hants.gov.uk/2011-tfsh-model-development-report-version-2.pdf>

Forecasting Report

This report provides an important step by detailing the current and future transport related problems identified through the Evidence Base.

<http://documents.hants.gov.uk/transport-for-south-hampshire/tfsh-case-for-intervention-options-r6.pdf>

Information Note

Project Title:	Peel Common Roundabout Business Case Support
SYSTRA Project Number:	103075
Subject:	Peel Common Roundabout SRTM Modelling Approach
Note Number:	Version: 2 – to include Economic Case Checklist Comments
Author(s):	Claire Stephens
Reviewer(s):	Chris Whitehead
Date:	08 January 2015

1 Background and Introduction

- 1.1 Hampshire County Council (HCC) is developing a highway scheme to address current and forecast capacity and delay concerns at Peel Common roundabout in Fareham. Solent Transport's SRTM has been utilised to identify the transport impacts of the Peel Common Roundabout Interim scheme and Newgate Lane south improvements for inclusion into a Business Case to be submitted to Solent LEP.
- 1.2 This Information Note summarises the scenarios modelled, key SRTM modelling assumptions and headline modelling results from this study.

2 Do Minimum

- 2.1 The starting point for all of the model runs was the development of an appropriate Do Minimum (DM) scenario against which the scheme proposals (Do Something scenarios) would be compared.
- 2.2 Included within this DM model run are the known significant committed highway and PT schemes in the full SRTM model area and more locally the following schemes within Fareham:
 - Station roundabout
 - Gudge Heath Lane/ Redlands Lane/ A27 signal junction
 - Newgate Lane North
- 2.3 The improvements to the A27 junction with Redlands Lane and Gudge Heath Lane have been developed by HCC and include an additional westbound lane on the approach from the Station roundabout. The signal timings at this junction have been optimised within the SRTM traffic model. The optimisation reduces delay at the junction as a whole but without manual intervention does not include for local traffic management strategies (e.g. restricting green time on side arms to reduce rat-running).

- 2.4 At Station roundabout, the improvements include an additional westbound lane on the A27 Western Way (increasing the number of general traffic lanes from 1 to 2) and narrowing of the Western Way eastbound exit from two to one lane.
- 2.5 Saturation flows on the network in the immediate vicinity to Peel Common were reviewed in the DM to ensure that these represented the current situation.
- 2.6 For the DM, a full land use model (LEIM) run was undertaken from 2014 to 2036. The land use quantum at the Daedalus Employment Zone (which lies just south of Peel Common) is assumed to be complete and fully occupied by 2026. The DM land use has also been used in the Do Something scenarios to ensure valid comparative TUBAs could be run (i.e. no changes in population and jobs).

3 Do Something

- 3.1 Two Do Something tests were undertaken as follows:-
- DS2a – Peel Common Interim scheme
 - DS2b – Peel Common Interim scheme and Newgate Lane south improvements
- 3.2 All scheme details are consistent with the design drawings provided by HCC. Initial signal timings for Peel Common were taken from LINSIG outputs also provided by HCC, however, the timings were further refined for both DS2a and DS2b due to the redistribution of traffic within the SRTM for the different peak periods and model years.
- 3.3 For DS2a, the changes to Peel Common roundabout include partial signalisation on the existing roundabout alignment. The partial signalisation changes include:-
- Newgate Lane is signalised with a 2 lane flared approach and a dedicated left turn into Rowner Road
 - Rowner Road is signalised with a 3 lane flared approach
 - Broom Way is signalised with a 2 lane flared approach
 - Gosport Road remains un-signalised with a 2 lane flared approach
- 3.4 For DS2b, an increase in carriageway width to 7.3m is provided on the southern section of Newgate Lane between Peel Common roundabout and Tanners Lane. An increase in link saturation flow has been included on this section of Newgate Lane consistent with TA 79/99. In addition to this, the NGL approach to Peel Common roundabout was further improved from the interim scheme to include a 3 lane flared signalised approach into the junction, and a 2 lane exit from the junction (merging into one lane).

4 Cost Benefit Assessment Overview

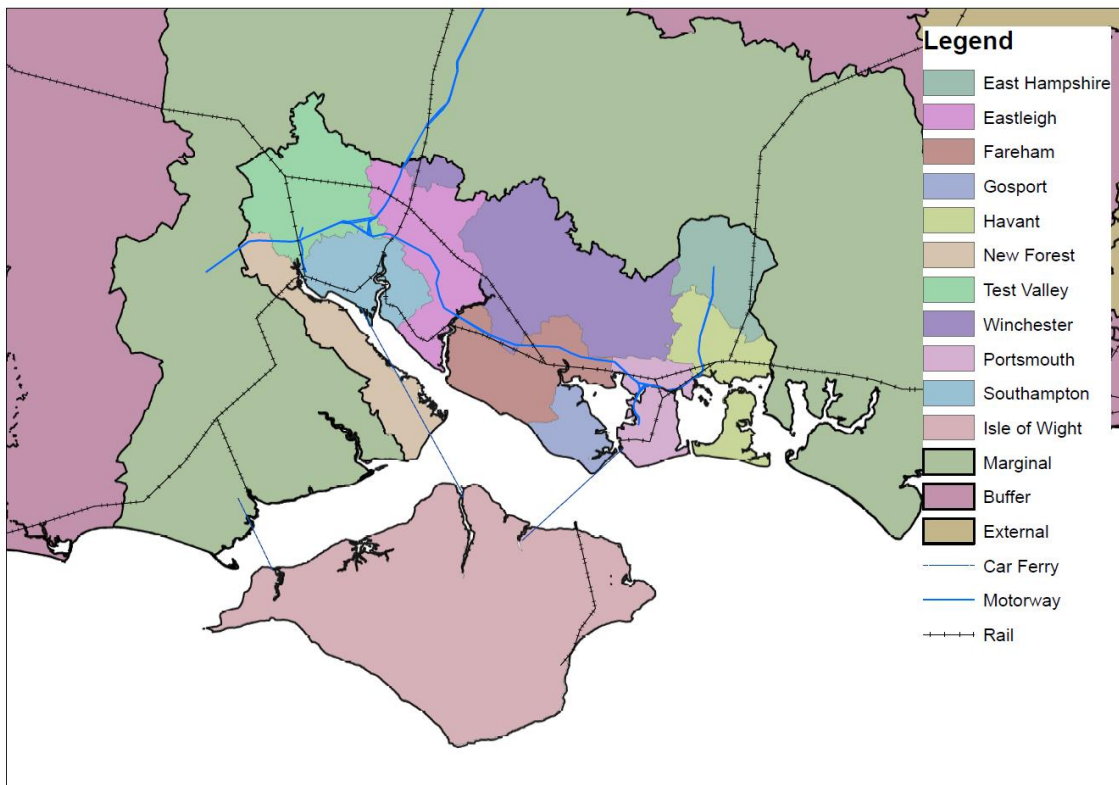
- 4.1 Cost-benefit analysis of the scheme was conducted on the SRTM model outputs using TUBA v1.9.5 software. TUBA (Transport User Benefit Appraisal) is the transport economic appraisal software developed by the Department for Transport (DfT), to assist transport scheme economic appraisal in accordance with the DfT's published guidance. Benefits are presented in thousands of pounds and in 2010 values and prices.

- 4.2 Standard economic and scheme input files were used. All costs and benefits have been appraised using spend profiles to assess the present values of costs and a 60 year assessment of scheme benefits starting from the opening year of 2015.
- 4.3 TUBA utilises cost and demand inputs from the highway and public transport assignment models. These were provided for the SRTM Do-minimum and Do-something scenarios for 2019 and 2036. Benefits beyond 2036 to the end of the 60 year appraisal period are considered to be level in magnitude, although are influenced by changing value of time assumptions and the increasing impact of discounting, reducing their value as would be perceived in 2010.
- 4.4 To ensure benefits to users were not overstated a conservative approach was adopted to annualisation factors in two ways:
- Benefits were only considered for 12 hours (3hrs AM, 6hrs Interpeak and 3hrs PM), no off peak (19:00 – 07:00) benefits were calculated or applied.
 - An annualisation factor of 253 was used in TUBA representing the number of working days in a year – i.e. no claim was made for weekend or bank holiday periods.

5 TUBA Adjustments

- 5.1 TUBA’s sector system functionality was utilised to firstly understand but also to then remove benefits (considered to be SRTM model “noise”) in areas where the scheme is not expected to have impact. Using the sector system, shown in Figure 1, only benefits for movements to or from the Gosport or Fareham sectors were considered.

Figure 1 – SRTM TUBA Sector System



6 TUBA Results – DS2a (Peel Common Interim Scheme)

- 6.1 The sector movement benefits are presented in Table 1 below. These include user benefits (highway, PT, active), tax benefits and operator revenue benefits.
- 6.2 The scheme is found to primarily generate benefits traveling from Fareham into Gosport and is consistent with the improved capacity/ reduced delay on the Newgate Lane approach to Peel Common benefiting trips in to Gosport. There are disbenefits on the reverse journey that appear to be both a function of an increase in delay time westbound on Rowner Road (in the PM) and an increase in flow and delay on A32 on the approach to the tear-shaped junction with B3385.

Table 1 – Sectored Total Benefits (60 year PVB in £k 2010 prices & values)

	East Hampshire (Core)	Eastleigh	Fareham	Gosport	Havant	New Forest (Core)	Test Valley (Core)	Winchester (Core)	Portsmouth	Southampton	Isle of Wight	Marginal	Buffer	External	Total
East Hampshire (Core)			26	164											191
Eastleigh			-380	927											547
Fareham	4	0	110	15,075	381	-7	4	-64	-529	359	-21	-9	-46	-183	15,074
Gosport	-47	-274	-6,298	-411	-147	-96	-36	-565	-705	-131	21	-319	-177	-320	-9,506
Havant			-46	1,062											1,016
New Forest (Core)			-50	240											190
Test Valley (Core)			39	128											167
Winchester (Core)			86	2,377											2,463
Portsmouth			-310	2,662											2,351
Southampton			-615	410											-204
Isle of Wight			-28	63											34
Marginal			-51	1,202											1,151
Buffer			-50	633											583
External			-250	1,138											888
Total	-42	-274	-7,818	25,671	234	-103	-32	-630	-1,234	227	0	-328	-223	-503	14,946

- 6.3 Table 2 shows the breakdown of the filtered benefits across period and mode. All of the benefits are related to highway user benefits with the evening peak period providing the bulk of the time savings. This pattern is consistent with delay difference plots and user benefits by zone plots provided.

Table 2 – Benefits by Mode and Period (60 year PVB in £k 2010 prices and values)

Benefit Type	AM	IP	PM	Total
Highway	1,945	2,116	11,623	15,685
Public Transport	-326	-756	-12	-1,094
Active	-1	1	-1	-2
Operator Revenue	-559	-19	-137	-716
Tax	295	460	318	1,072
Total	1,354	1,801	11,790	14,946

7 TUBA Results – DS2b (Peel Common Interim Scheme and Newgate Lane South)

- 7.1 The sector movement benefits are presented in Table 3 below. These include user benefits (highway, PT, active), tax benefits and operator revenue benefits.

7.2 Like DS2a, this scheme is found to primarily generate benefits traveling from Fareham into Gosport and is consistent with the improved capacity/ reduced delay on the Newgate Lane approach to Peel Common benefiting trips in to Gosport. Similarly to DS2a there are disbenefits on the reverse journey that appear to be both a function of an increase in delay time westbound on Rowner Road (in the PM) and an increase in flow and delay on A32 on the approach to the tear-shaped junction with B3385.

Table 3 – Sectored Total Benefits (60 year PVB in £k 2010 prices & values)

	East Hampshire (Core)	Eastleigh	Fareham	Gosport	Havant	New Forest (Core)	Test Valley (Core)	Winchester (Core)	Portsmouth	Southampton	Isle of Wight	Marginal	Buffer	External	Total
East Hampshire (Core)			44	238											282
Eastleigh			-1,700	1,166											-534
Fareham	10	115	737	22,933	30	39	29	-57	-322	453	-60	-89	-6	-264	23,550
Gosport	-67	-436	-10,770	-679	-330	-153	-56	-1,001	-963	-201	19	-489	-255	-496	-15,877
Havant			340	1,470											1,810
New Forest (Core)			-51	356											304
Test Valley (Core)			-70	172											102
Winchester (Core)			10	3,349											3,359
Portsmouth			136	3,863											3,998
Southampton			-1,052	625											-427
Isle of Wight			-53	92											40
Marginal			-62	1,703											1,641
Buffer			-79	904											825
External			-393	1,593											1,199
Total	-57	-321	-12,963	37,786	-299	-114	-27	-1,058	-1,285	252	-41	-578	-261	-760	20,273

7.3 Table 4 shows the breakdown of the filtered benefits across period and mode. Like DS2a, all of the benefits are related to highway user benefits with the evening peak period again providing the bulk of the time savings. This pattern is consistent with delay difference plots and user benefits by zone plots provided.

Table 4 – Benefits by Mode and Period (60 year PVB in £k 2010 prices and values)

Benefit Type	AM	IP	PM	Total
Highway	2,533	4,724	14,895	22,152
Public Transport	-689	-640	-580	-1,910
Active	0	2	-1	1
Operator Revenue	-811	-444	-353	-1,608
Tax	435	730	473	1,638
Total	1,467	4,373	14,434	20,273

Appendix E

Appraisal Summary Tables

DS2a

Appraisal Summary Table		Date produced:				Contact:		
Name of scheme:		Newgate Lane South (including Peel Common Roundabout) - 'Do Something 2a': Peel Common Roundabout 2015/16 Interim improvement only				Name	H. Waalsley	
Description of scheme:		This is Phase 1 only of the full scheme. Phase 1 includes upgrading Peel Common roundabout to a signal-controlled roundabout, providing additional lane capacity and enhanced pedestrian / cyclist provision. .				Organisation	HCC	
						Role	Promoter	
Impacts	Summary of key impacts	Assessment						
		Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	Value of journey time changes(£)		5,957,730			5,492,000	See Summary DI Assessment (Appendix G)
		Net journey time changes (£)						
		0 to 2min	2 to 5min	> 5min				
	Reliability impact on Business users	Journey time reliability improvements expected as a result of reduced congestion and enhanced operation at Peel Common Roundabout under signal control. In particular, benefits expected for goods vehicles travelling along the B3385.			Moderate Beneficial			
Regeneration	Increasing capacity at Peel Common Roundabout and reducing delay improves accessibility to/from Gosport via B3385 New gate Lane and supports regeneration in this area, including supporting job creation at the Solent Enterprise Zone.			Moderate Beneficial				
Wider Impacts	By reducing congestion and enhancing connectivity on a key route between Gosport and the strategic network businesses will have greater access to a larger pool of employees, suppliers and customers, resulting in agglomeration benefits. Increased productivity to businesses and increased tax revenues to government from facilitating higher value, more productive jobs.			Moderate Beneficial				
Environmental	Noise	There is expected to be a modest increase in vehicle kilometres travelled overall as a result of the scheme. Increases in traffic are expected in the vicinity of the scheme which is likely to impact upon noise levels, whilst some alternative routes are likely to experience decreases in traffic levels. Signalisation may contribute to reducing noise levels if it results in lower traffic speeds for vehicles on the roundabout and its approaches. A reduction in congestion and extensive stop/start conditions could also have a positive impact on noise levels. The localised carriageway widening does not result in traffic being moved closer to residential properties to any significant degree, and is therefore not expected to be a significant cause of increased noise annoyance. During construction there is potential for temporary noise and vibration effects.			Slight Adverse		See Summary DI Assessment (Appendix G)	
	Air Quality	There is expected to be a modest increase in vehicle kilometres travelled as a result of the scheme resulting in an overall increase in vehicle emissions. Localised air quality impacts are likely to be greatest on Newgate Lane, with increased traffic levels expected to arise following implementation of the scheme. Moderate reductions in traffic flows on alternative routes may have a small beneficial impact on local air quality.			Slight Adverse		See Summary DI Assessment (Appendix G)	
	Greenhouse gases	The scheme is forecast to result in an increase in vehicle kilometres travelled, which will have a direct impact on fuel based emissions. However, fuel efficiency is also a factor in emissions generated and reduced congestion and delays resulting from the scheme is likely to have a small benefit to fuel efficiency, and thus an off-setting effect on total emissions. SRTM model area wide: ΔNox = -0.91 kg/ 12hr (+0.11 in Gosport, -0.17 in Fareham) ΔPM10 = -0.01 kg/ 12 hr (+0.00 in Gosport, +0.00 in Gosport) ΔHC = -1.30 kg/ 12 hr (+0.18 in Gosport, -0.48 in Fareham) ΔCO = -10.26 kg/ 12 hr (+1.69 in Gosport, -4.10 in Fareham) ΔCarbon = -359.68 kg/ 12 hr (+48.01 in Gosport, -34.53 in Fareham)			Change in non-traded carbon over 60y (CO2e)		-150,000	
		Change in traded carbon over 60y (CO2e)						

	Landscape	Construction activities associated with this junction will generally retain the land in the centre of the roundabout, except for a limited strip around the north-east quadrant which will result in the loss of some mature vegetation. The increased size and scale of the road resulting from localised carriageway widening is expected to have a potential adverse impact on the landscape character and on views from residential receptors. However, in the longer term mitigation planting would reduce the effects. No long term significant issues are therefore anticipated.		Neutral				
	Townscape	The area within the vicinity of the scheme is predominantly semi-rural with few defining townscape features. The scheme is therefore not expected to have a significant impact upon the existing townscape character of the area.		Neutral				
	Historic Environment	There are no known scheduled ancient monuments, listed buildings or conservation areas identified within the vicinity of the scheme (within 100m of Peel Common Roundabout). There is some potential for previously unidentified archaeology to be present within the site. Site preparation, earthworks and construction activities may impact on archaeological remains and particularly buried prehistoric remains. Pre-construction investigations would be undertaken as appropriate and mitigation developed if necessary.		Neutral				
	Biodiversity	No impacts are expected on any nationally / internationally designated sites. There is one SINCR located to the south east of Peel Common Roundabout although the scheme is not expected to have any direct impact as all works in this area are within the existing highway boundary. The hedgerows on the west side of Broom Way and the north side of Gosport Road were identified as being Important Hedgerows under the Wildlife and Landscape criteria. However, these hedgerows are unaffected by the proposed works. A tree survey (2012) identified that none of the trees in the area are covered by a Tree Preservation Order (TPO). There is potential for visually important parts of the treescape to be lost, with a negative impact on both visual amenity and ecological value of the area. Potential impacts on reptiles (including slow worm, common lizard and grass snake) have been identified. A suitable mitigation strategy will be developed which may include relocating reptiles to alternative habitats. Badgers have been identified in the area (including a sett to the south east of Peel Common roundabout) and suitable mitigation is likely to be required. All of the proposed works will be carried out within the existing highway boundary. However, the design and works will still be sympathetic to the natural environment with appropriate mitigation measures being incorporated.		Neutral				
	Water Environment	Overall, there is considered to be a small potential for impacts to the water environment to occur during the temporary construction and long term operation period, but this will be mitigated through the design stages of the project and by the contractor during the works. It is anticipated that there will be no appreciable effect, either positive or negative, on the identified attributes of the River Alver - the main water course in the vicinity of the scheme.		Neutral				
	Social	Commuting and Other users	Benefits from journey time savings for commuting and other users due to increased capacity and reduction in delays. Reduction in travel times in peak periods on the B3385 Newgate Lane to / from Gosport, particularly in the southbound in the PM peak. Estimate of benefits are in 2010 prices, discounted to 2010.	Value of journey time changes (£)		9,643,642	8,383,000	See Summary DI Assessment (Appendix G)
Net journey time changes (£)								
0 to 2min				2 to 5min	> 5min			
Reliability impact on Commuting and Other users	Journey time reliability improvements expected as a result of reduced congestion and enhanced operation at Peel Common Roundabout under signal control.			Moderate Beneficial				
Physical activity	The scheme does not directly promote increased walking / cycling activity. The improved cyclist / pedestrian facilities to be provided at Peel Common Roundabout will provide a safer, more welcoming environment and could encourage more people to cycle / walk, or those that already cycle/ walk to do so more often. This would be expected to have a positive impact in terms of reduced mortality and absenteeism. However, the improved traffic conditions as a result of the scheme are also likely to contribute to an opposing impact, with more people being attracted to drive.			Neutral				

	Journey quality	A positive impact is expected in terms of reduced congestion and delays to transport users, including bus users. The scheme is expected to result in more reliable journey times and less frustration experienced by those travelling through the roundabout, particularly at peak times. Furthermore, the improved crossing facilities provided by the scheme serve to create a more controlled, safer environment for pedestrians and cyclists, and thus reduce fear of accidents.		Slight Beneficial		
	Accidents	Signalisation of three of the arms of the roundabout is expected to improve overall safety through increased traffic control. It is anticipated that this will contribute to a reduction in the incidence of accidents at the roundabout, particularly rear end shunts and errors of judgement in joining the roundabout. The enhanced and additional crossing provision is also expected to help reduce pedestrian / cyclist conflict with general traffic, and thus improve general safety. These localised benefits may be partly offset by the forecast increase in overall vehicle kilometres travelled as a result of the scheme.		Slight Beneficial		See Summary DI Assessment (Appendix G)
	Security	The scheme does not involve material changes (either positive or negative) to any of the factors affecting security. The overall impact on personal security has therefore been assessed as neutral		Neutral		See Summary DI Assessment (Appendix G)
	Access to services	The scheme does not involve any changes to the frequency or availability of bus services, and hence the opportunity to travel (the key measure of accessibility). The existing stops on Rowner Road (to the west of The Drive) are to be removed, although these are currently not served by any bus routes. The decongestion benefits expected as a result of the scheme will benefit bus users in addition to general traffic. Consequently, some improvements to bus journey time reliability / punctuality would be expected (although services operating along Newgate Lane for instance are limited).		Neutral		See Summary DI Assessment (Appendix G)
	Affordability	No significant impact expected on the cost of travel.		Neutral		See Summary DI Assessment (Appendix G)
	Severance	The scheme will provide new crossing facilities on the Rowner Road and a shared use footway / cycleway across the south of the roundabout. This will help to reduce severance and, in particular, better serve school children travelling from the Peel Common estate (to the east of the roundabout) to Crofton Secondary school (approximately 500m to the west of the roundabout). The proposals will therefore enhance the existing pedestrian and cycling facilities and better cater for desire lines – journey lengths are likely to be reduced, although journey times could also increase slightly due to the need to cross the roundabout arms in two stages.		Slight Beneficial		See Summary DI Assessment (Appendix G)
	Option and non-use values	No impact - the scheme does not alter the availability of transport services.		Neutral		
Public Accounts	Cost to Broad Transport Budget	Total scheme capital costs	Present Value of Costs in 2010 prices discounted to 2010		2,800,000	
	Indirect Tax Revenues	Removing the bottleneck at Peel Common increases demand to/from Gosport and increases travel distance, thus resulting in increases in indirect tax revenues to central government (from fuel duty)	Reduction of ITR output from TUBA		1,072,000	

DS2b

Appraisal Summary Table		Date produced:				Contact:			
Name of scheme:		Newgate Lane South (including Peel Common Roundabout) - 'Do Something 2b'				Name	H. Walmsley		
Description of scheme:		This is a two phase scheme. Phase 1 includes upgrading Peel Common roundabout to a signal-controlled roundabout, providing additional lane capacity and enhanced pedestrian / cyclist provision. Phase 2 includes the provision of a new eastern alignment to the southern section of Newgate Lane, to tie in to the Peel Common roundabout with additional modifications.				Organisation	HCC		
						Role	Promoter		
Impacts		Summary of key impacts		Assessment					
				Quantitative		Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	Benefits from journey time savings for business users due to increased capacity and reduction in delays. Reduction in travel times in peak periods on the B3385 Newgate Lane to / from Gosport, particularly in the southbound in the PM peak. Further minor benefits arise from reduced vehicle operating costs associated with less congested conditions. Estimate of benefits are in 2010 prices, discounted to 2010		Value of journey time changes (£)			6,934,000	See Summary DI Assessment (Appendix G)	
				Net journey time changes (£)					
				0 to 2min	2 to 5min				> 5min
	Reliability impact on Business users	Journey time reliability improvements expected as a result of reduced congestion and enhanced operation at Peel Common Roundabout under signal control. In particular, benefits expected for goods vehicles travelling along the B3385. A freer flowing route will be created for Newgate Lane with fewer accesses and reduced conflict with cyclists also expected to improve journey time reliability and reduce the occurrence of incidents causing delay.				Moderate Beneficial			
	Regeneration	Increasing capacity and reducing delay at Newgate Lane and Peel Common improves accessibility to/from Gosport and supports regeneration in this area, including supporting job creation at the Solent Enterprise Zone.				Moderate Beneficial			
	Wider Impacts	By reducing congestion and enhancing connectivity on a key route between Gosport and the strategic network businesses will have greater access to a larger pool of employees, suppliers and customers, resulting in agglomeration benefits. Increased productivity to businesses and increased tax revenues to government from facilitating higher value, more productive jobs.				Moderate Beneficial			
Environmental	Noise	Noise impacts are associated with the change in traffic routing associated with the new road alignment and the increased traffic flows forecast, including on Newgate Lane. There will be increases and decreases in levels of traffic noise experienced. Mitigation may include noise barriers where appropriate in order to minimise impacts. Furthermore, the 40mph speed limit and newly laid road surface will mitigate the extent of traffic noise generation. During construction there is potential for temporary noise and vibration effects.		Quantitative analysis to be undertaken in support of the EIA for the planning application.		Slight Adverse		See Summary DI Assessment (Appendix G)	
	Air Quality	There is forecast to be a modest increase in vehicle kilometres travelled as a result of the scheme, resulting in an overall increase in vehicle emissions. In terms of more localised impacts, the new eastern alignment brings traffic closer to the properties at Bridgemary / Woodcot to the east (and hence further away from the properties on the existing Newgate Lane). Some routes (including Newgate Lane) are forecast to experience increased traffic flows, with reductions on others (e.g. A32, Peak Lane). Consequently, there are likely to be some increases and decreases in levels of emissions at receptors adjacent to these routes.		Quantitative analysis to be undertaken in support of the EIA for the planning application.		Slight Adverse		See Summary DI Assessment (Appendix G)	
	Greenhouse gases	The scheme is forecast to result in an increase in vehicle kilometres travelled, which will have a direct impact on fuel based emissions. However, fuel efficiency is also a factor in emissions generated and reduced congestion and delays resulting from the scheme is likely to have a small benefit to fuel efficiency, and thus an off-setting effect on total emissions. SRTM model area wide: ΔNox = -1.13 kg/ 12hr (+0.3 in Gosport, -0.09 in Fareham) ΔPM10 = -0.01 kg/ 12 hr (+0.01 in Gosport, +0.00 in Gosport) ΔHC = -1.88 kg/ 12 hr (+0.37 in Gosport, -0.69 in Fareham) ΔCO = -14.85 kg/ 12 hr (+3.28 in Gosport, -4.90 in Fareham) ΔCarbon = -485.82 kg/ 12 hr (+130.86 in Gosport, -34.51 in Fareham)		Change in non-traded carbon over 60y (CO2e)			-310,000		
		Change in traded carbon over 60y (CO2e)							

	Landscape	Long term impacts include provision of a new road in the open countryside and retention of the existing New gate Lane for access to properties. This will result in a low to moderate adverse impact on the landscape character in the medium to long term. The opportunities for mitigation along both sides of the road create the potential to improve the vegetation cover in the longer term. During construction, stockpiling, temporary lighting, plant and machinery will have an effect on the tranquillity, character and visual quality of the area. Construction impacts are likely to be greater in terms of visual amenity than the impact once the scheme has been completed. These impacts are likely to be adverse, but short term.		Moderate Adverse			
	Townscape	The area within the vicinity of the scheme is predominantly semi-rural with few defining townscape features. The scheme is therefore not expected to have a significant impact upon the existing townscape character of the area.		Neutral			
	Historic Environment	There are no known scheduled ancient monuments or conservation areas identified within the vicinity of the scheme (within 100m). Three historic buildings have been identified on the west side of the existing New gate Lane, south of Tudor Lodge. There is not expected to be any direct impact on these buildings as a result of the scheme although the design of the scheme at this location will need to be sensitive to the setting of these heritage assets. There is some potential for previously unidentified archaeology to be present within the site. Site preparation, earthworks and construction activities may impact on archaeological remains and particularly buried prehistoric remains. Pre-construction investigations would be undertaken as appropriate and mitigation developed if necessary.		Neutral			
	Biodiversity	No impacts are expected on any nationally / internationally designated sites. There is one SINCR located to the south east of Peel Common Roundabout although the scheme is not expected to have any direct impact as all works in this area are within the existing highway boundary. Hedgerow of local conservation value will be impacted upon, particularly by the Phase 2 new route alignment. Where hedgerows can not be maintained possible mitigation measures include planting new hedgerows within the verges of the road, of at least equivalent length to that lost (and, where possible, enhanced to be more species rich than those lost). A tree survey (2012) identified that none of the trees in the area are covered by a Tree Preservation Order (TPO). There is potential for visually important parts of the treescape to be lost, with a negative impact on both visual amenity and ecological value of the area. Potential impacts on reptiles (including slow worm, common lizard and grass snake) have been identified. The route for the new alignment is likely to directly affect, or increase the isolation of, habitat suitable for these species. A suitable mitigation strategy will be developed which may include relocating reptiles to alternative habitats. Badger foraging / commuting habitat may be disrupted and the new road (Phase 2) may result in increased badger fatalities due to traffic collision. Suitable mitigation is likely to be required.		Slight Adverse			
	Water Environment	Overall, there is considered to be a small potential for impacts to the water environment to occur during the temporary construction and long term operation period, but this will be mitigated through the design stages of the project and by the contractor during the works. It is anticipated that there will be no appreciable effect, either positive or negative, on the identified attributes of the River Alver - the main water course in the vicinity of the scheme.		Neutral			
Social	Commuting and Other users	Benefits from journey time savings for commuting and other users due to increased capacity and reduction in delays. Reduction in travel times in peak periods on the B3385 New gate Lane to / from Gosport, particularly in the southbound in the PM peak. Estimate of benefits are in 2010 prices, discounted to 2010.	Value of journey time changes (£)		13,753,789	11,700,000	See Summary DI Assessment (Appendix G)
			Net journey time changes (£)				
			0 to 2min	2 to 5min	> 5min		
	Reliability impact on Commuting and Other users	Journey time reliability improvements expected as a result of reduced congestion and enhanced operation at Peel Common Roundabout under signal control. A freer flowing route will be created for New gate Lane with fewer accesses and reduced conflict with cyclists also expected to improve journey time reliability and reduce the occurrence of incidents causing delay.					

Physical activity	The scheme does not directly promote increased walking / cycling activity. The improved cyclist / pedestrian facilities to be provided at Peel Common Roundabout and the use of the low trafficked service road (existing New gate Lane) will provide a safer, more welcoming environment and could encourage more people to cycle / walk, or those that already cycle/ walk to do so more often. This would be expected to have a positive impact in terms of reduced mortality and absenteeism. However, the improved traffic conditions as a result of the scheme are also likely to contribute to an opposite impact, with more people being attracted to drive.		Neutral		
Journey quality	The scheme is expected to result in more reliable journey times and less frustration experienced by those travelling along this corridor, particularly at peak times. The alignment of the new route, running through open fields, will offer pleasant views to travellers. The existing New gate Lane will become a safer, more pleasant environment for pedestrians and cyclists, improve journey quality, and reduce fear of accidents.		Slight Beneficial		
Accidents	<p>Signalisation of three of the arms of the roundabout is expected to improve overall safety through increased traffic control. It is anticipated that this will contribute to a reduction in the incidence of accidents at the roundabout, particularly rear end shunts and errors of judgement in joining the roundabout. The enhanced and additional crossing provision is also expected to help reduce pedestrian / cyclist conflict with general traffic, and thus improve general safety.</p> <p>With the new New gate Lane route alignment to the east, the existing alignment (functioning as a service road), will provide a safer environment for pedestrians and cyclists and significantly reduce potential for conflicts with general traffic on this section of the road. As the number of accesses / junctions with the new route alignment are limited, it is expected that this will also reduce the incidence of accidents on this section of the route.</p> <p>These localised benefits may be partly offset by the forecast increase in overall vehicle kilometres travelled as a result of the scheme.</p>		Slight Beneficial		See Summary DI Assessment (Appendix G)
Security	There is a degree of informal surveillance on the existing route, provided by properties adjacent to the road, particularly at the southern end. With the new route alignment further east, which runs through open fields, the level of informal surveillance will be reduced. The existing route alignment has street lighting. It is proposed that the new alignment to the east would not be lit, except at the approaches to junctions, due to its rural surroundings.		Slight Adverse		See Summary DI Assessment (Appendix G)
Access to services	There is not expected to be any material impact on accessibility, although upgraded infrastructure as part of the scheme will have a slight beneficial impact. There will be no adverse impacts on cycle / walk journey lengths or time in the New gate Lane southern section, as pedestrians and cyclists will be able to use the service road (existing New gate Lane road), albeit under improved conditions due to the removal of significant traffic volumes. The scheme provides enhanced linkages to the wider footway / cycleway network.		Neutral		See Summary DI Assessment (Appendix G)
Affordability	No significant impact expected on the cost of travel.		Neutral		See Summary DI Assessment (Appendix G)

	Severance	Phase 1 will provide new crossing facilities on the Row ner Road and a shared use footw ay / cyclew ay across the south of the roundabout. This will help to reduce severance and, in particular, better serve school children travelling from the Peel Common estate (to the east of the roundabout) to Crofton Secondary school (approximately 500m to the west of the roundabout). The new road alignment delivered through Phase 2 has a beneficial effect by moving the traffic to the east of the community.		Slight Beneficial		See Summary DI Assessment (Appendix G)
	Option and non-use values	No impact - the scheme does not alter the availability of transport services.		Neutral		
Public Accounts	Cost to Broad Transport Budget	Total scheme capital costs	Present Value of Costs in 2010 prices discounted to 2010		10,612,000	
	Indirect Tax Revenues	Removing the bottleneck at Peel Common and increasing capacity on New gate Lane has increased demand to/from Gosport and increased travel distance and resulted in increases in indirect tax revenues to central government (from fuel duty)	Reduction of ITR output from TUBA		1,638,000	

Appendix F

TEE, Public Accounts and AMCB Tables

DS2a (Phase 1 – Peel Common Roundabout) – TEE, Public Accounts and AMCB Tables

Economic Efficiency of the Transport System (TEE)						
Non-business: Commuting						
	ALL MODES		ROAD	PT	ACTIVE MODES	
User benefits	TOTAL		Private Cars and LGVs	Passengers	Passengers	
Travel time	5845		5963	-118	0	
Vehicle operating costs	163		163	0	0	
User charges	-58		2	-59	0	
During Construction & Maintenance	0		-	-	-	
NET NON-BUSINESS BENEFITS: COMMUTING	5950	(1a)	6127	-177	0	
Non-business: Other						
	ALL MODES		ROAD	PT	ACTIVE MODES	
User benefits	TOTAL		Private Cars and LGVs	Passengers	Passengers	
Travel time	3799		4165	-366	0	
Vehicle operating costs	-1115		-1115	0	0	
User charges	-251		-19	-232	0	
During Construction & Maintenance	0		-	-	-	
NET NON-BUSINESS BENEFITS: OTHER	2433	(1b)	3032	-599	0	
Business						
			ROAD	PT	ACTIVE MODES	
User benefits			Goods Vehicles	Business Cars & LGVs	Passengers	Freight
Travel time	5958		2686	3596	-324	-
Vehicle operating costs	265		165	100	0	-
User charges	-15		-24	3	6	-
During Construction & Maintenance	0		-	-	-	-
Subtotal	6208	(2)	2827	3698	-318	0
Private sector provider impacts					Freight	Passengers
Revenue	-716				-	-716
Operating costs	0				0	0
Investment costs	0				0	0
Grant/subsidy	0				0	0
Subtotal	-716	(3)			0	-716
Other business impacts						
Developer contributions	0	(4)				
NET BUSINESS IMPACT	5492	(5) = (2) + (3) + (4)				
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	13875	(6) = (1a) + (1b) + (5)				
Notes: Benefits appear as positive numbers, while costs appear as negative numbers. All entries are discounted present values, in 2010 prices and values						

Public Accounts						
Local Government Funding						
	ALL MODES		ROAD	PT	ACTIVE MODES	
Revenue	-60		-60	0	0	
Operating Costs	0		0	0	0	
Investment Costs	2860		2860	0	0	
Developer Contributions	0		0	0	0	
Grant/Subsidy Payments	0		0	0	0	
NET IMPACT	2800		2800	0	0	
Central Government Funding: Transport						
	ALL MODES		ROAD	PT	ACTIVE MODES	
Revenue	0		0	0	0	
Operating costs	0		0	0	0	
Investment costs	0		0	0	0	
Developer Contributions	0		0	0	0	
Grant/Subsidy Payments	0		0	0	0	
NET IMPACT	0		0	0	0	
Central Government Funding: Non-Transport						
	ALL MODES		ROAD	PT	ACTIVE MODES	
Indirect Tax Revenues	-1072		-993	-80	0	
TOTALS						
	ALL MODES		ROAD	PT	ACTIVE MODES	
Broad Transport Budget	2800		2800	0	0	
Wider Public Finances	-1072		-993	-80	0	
Note: Costs appear as positive numbers, while revenues and developer contributions appear as negative numbers. Note: All entries are present values discounted to 2010, in 2010 prices						

Analysis of Monetised Costs and Benefits	
Greenhouse Gases	-150
Economic Efficiency: Consumer Users (Commuting)	5950
Economic Efficiency: Consumer Users (Other)	2433
Economic Efficiency: Business Users and Providers	5492
Wider Public Finances (Indirect Taxation Revenues)	1072
Present Value of Benefits (PVB)	14797
Broad Transport Budget	2800
Present Value of Costs (PVC)	2800
OVERALL IMPACTS	
Net Present Value (NPV)	11997
Benefit to Cost Ratio (BCR)	5.284
<p>Note: This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.</p>	

DS2b (Phases 1 and 2 – inc. Newgate Lane South) – TEE, Public Accounts and AMCB Tables

Economic Efficiency of the Transport System (TEE)						
Non-business: Commuting						
	ALL MODES		ROAD	PT	ACTIVE MODES	
User benefits	TOTAL		Private Cars and LGVs	Passengers	Passengers	
Travel time	7562		8069	-508	0	
Vehicle operating costs	39		39	0	0	
User charges	-113		0	-114	0	
During Construction & Maintenance	0		-	-	-	
NET NON-BUSINESS BENEFITS: COMMUTING	7487	<i>(1a)</i>	8109	-622	0	
Non-business: Other						
	ALL MODES		ROAD	PT	ACTIVE MODES	
User benefits	TOTAL		Private Cars and LGVs	Passengers	Passengers	
Travel time	6192		6837	-645	0	
Vehicle operating costs	-1747		-1747	0	0	
User charges	-233		-29	-204	0	
During Construction & Maintenance	0		-	-	-	
NET NON-BUSINESS BENEFITS: OTHER	4212	<i>(1b)</i>	5061	-849	0	
Business						
			ROAD	PT	ACTIVE MODES	
User benefits			Goods Vehicles	Business Cars & LGVs	Passengers	Freight
Travel time	8577		4202	4823	-448	-
Vehicle operating costs	59		58	2	0	-
User charges	-94		-105	3	9	-
During Construction & Maintenance	0		-	-	-	-
Subtotal	8542	<i>(2)</i>	4155	4827	-440	0
Private sector provider impacts						
					Freight	Passengers
Revenue	-1608				-	-1608
Operating costs	0				0	0
Investment costs	0				0	0
Grant/subsidy	0				0	0
Subtotal	-1608	<i>(3)</i>			0	-1608
Other business impacts						
Developer contributions	0	<i>(4)</i>			-	-
NET BUSINESS IMPACT	6934	<i>(5) = (2) + (3) + (4)</i>				
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	18634	<i>(6) = (1a) + (1b) + (5)</i>				
Notes: Benefits appear as positive numbers, while costs appear as negative numbers. All entries are discounted present values, in 2010 prices and values						

Public Accounts						
Local Government Funding						
	ALL MODES		ROAD	PT	ACTIVE MODES	
Revenue	-115		-115	0	0	
Operating Costs	0		0	0	0	
Investment Costs	10727		10727	0	0	
Developer Contributions	0		0	0	0	
Grant/Subsidy Payments	0		0	0	0	
NET IMPACT	10612		10612	0	0	
Central Government Funding: Transport						
	ALL MODES		ROAD	PT	ACTIVE MODES	
Revenue	0		0	0	0	
Operating costs	0		0	0	0	
Investment costs	0		0	0	0	
Developer Contributions	0		0	0	0	
Grant/Subsidy Payments	0		0	0	0	
NET IMPACT	0		0	0	0	
Central Government Funding: Non-Transport						
	ALL MODES		ROAD	PT	ACTIVE MODES	
Indirect Tax Revenues	-1638		-1447	-191	0	
TOTALS						
	ALL MODES		ROAD	PT	ACTIVE MODES	
Broad Transport Budget	10612		10612	0	0	
Wider Public Finances	-1638		-1447	-191	0	
Note: Costs appear as positive numbers, while revenues and developer contributions appear as negative numbers. Note: All entries are present values discounted to 2010, in 2010 prices						

Analysis of Monetised Costs and Benefits	
Greenhouse Gases	-310
Economic Efficiency: Consumer Users (Commuting)	7487
Economic Efficiency: Consumer Users (Other)	4212
Economic Efficiency: Business Users and Providers	6934
Wider Public Finances (Indirect Taxation Revenues)	1638
Present Value of Benefits (PVB)	19962
Broad Transport Budget	10612
Present Value of Costs (PVC)	10612
OVERALL IMPACTS	
Net Present Value (NPV)	9349
Benefit to Cost Ratio (BCR)	1.881
<p>Note: This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.</p>	

Appendix G

Summary Assessment of Distributional Impacts

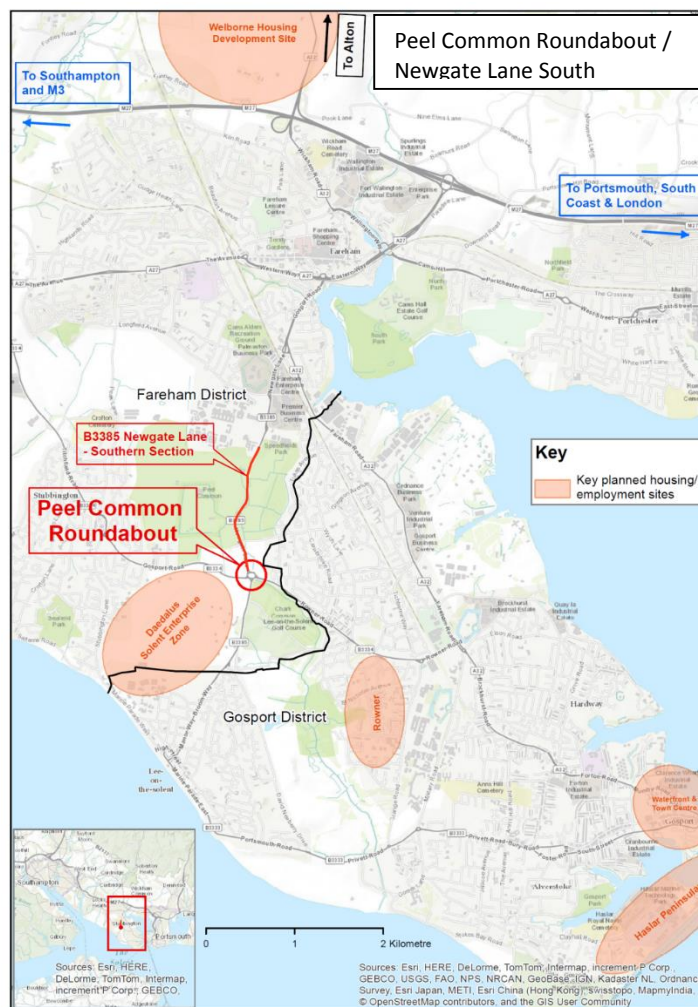
Summary Assessment of Distributional Impacts

Peel Common Roundabout / Newgate Lane South

Introduction

This note presents a summary assessment of the Distributional Impacts of the Newgate Lane South / Peel Common Roundabout Improvement scheme, in support of the Appraisal Summary Table. A proportionate approach has been taken, in line with the value, scale and extent of impacts expected of the scheme proposed. It is not intended to be a fully comprehensive Distributional Impact appraisal, although key principles from TAG Unit A4.2 have been applied. The main purpose of this note is to summarise the consideration of how the scheme impacts may be expected to vary across different social groups.

Scheme Location / Context



Overview of the Scheme

This is a two phase scheme. The first phase will upgrade Peel Common roundabout to a signal-controlled roundabout, providing additional lane capacity to address existing congestion issues and to accommodate forecast increases in traffic demand. New cycleway / footway provision and crossing points will also be provided. This is planned for delivery in 2015/16. This is termed the 'DS2a' scenario.

The second phase, planned for 2017/18, involves creating a new eastern alignment for the B3385 Newgate Lane southern section from Tanners Lane to Peel Common Roundabout. This will also require additional modifications to Peel Common Roundabout to accommodate the new route alignment. The existing Newgate Lane alignment would be retained as a service road for the residential properties at Peel Common and for the provision of a cycle route. The combined Phases 1 and 2 is termed the 'DS2b' scenario.

The key overall objectives of the scheme are to:

Scheme Objectives	Key Outcomes Sought
To deliver capacity enhancements for existing traffic movements along Newgate Lane	<ul style="list-style-type: none"> • Reduction in congestion and delays on the B3385 Newgate Lane Corridor • Improved journey time reliability on the B3385 Newgate Lane Corridor • Reduction in road casualties • Support local investment and delivery of jobs, particularly at the Solent Enterprise Zone
To improve strategic access and journey time reliability to the Gosport peninsula from Fareham and the strategic road network at Junction 11 of the M27	
To improve connectivity and network resilience, along Newgate Lane and at Peel Common Roundabout, to uplift the quality of the local network to help make the area attractive to investors	
To promote the B3385 Newgate Lane corridor as the link to the Solent Enterprise Zone from the strategic road network and Fareham Railway Station, and as a viable alternative for existing and potential future traffic (particular lorries) utilising roads via Stubbington	
To support proposed employment and housing development sites, including the Solent Enterprise Zone, by improving strategic access to Gosport.	
To support workplace travel policies associated with the development at the SEZ by providing a safer and more welcoming environment for cyclists and pedestrians on Newgate Lane and at Peel Common Roundabout	

Socio-demographics (vulnerable groups)

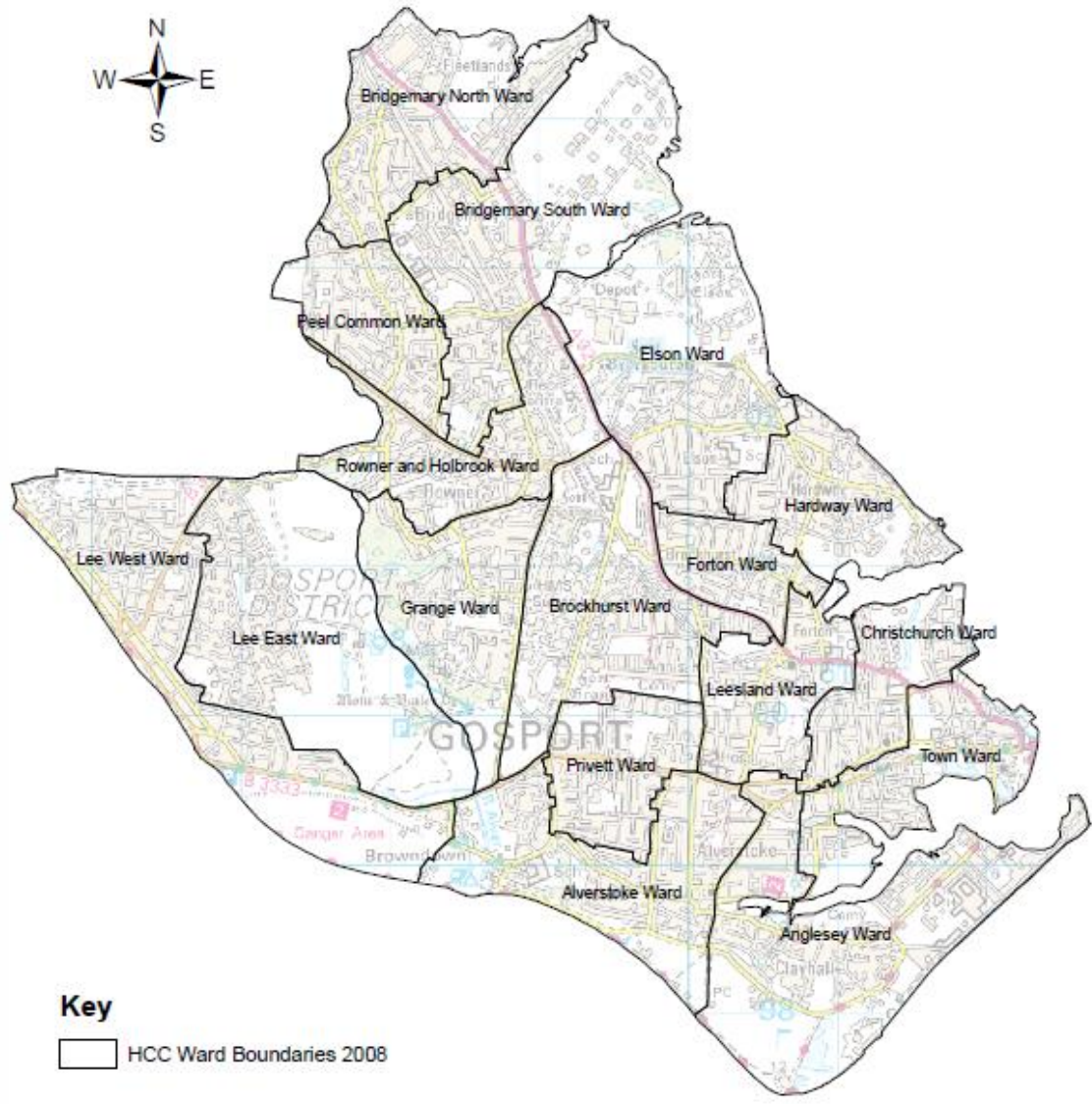
The different socio-demographic groups likely to be affected by the scheme have been investigated, with a particular focus on the vulnerable groups defined in TAG Unit A4.2.

Those affected by the scheme will include:

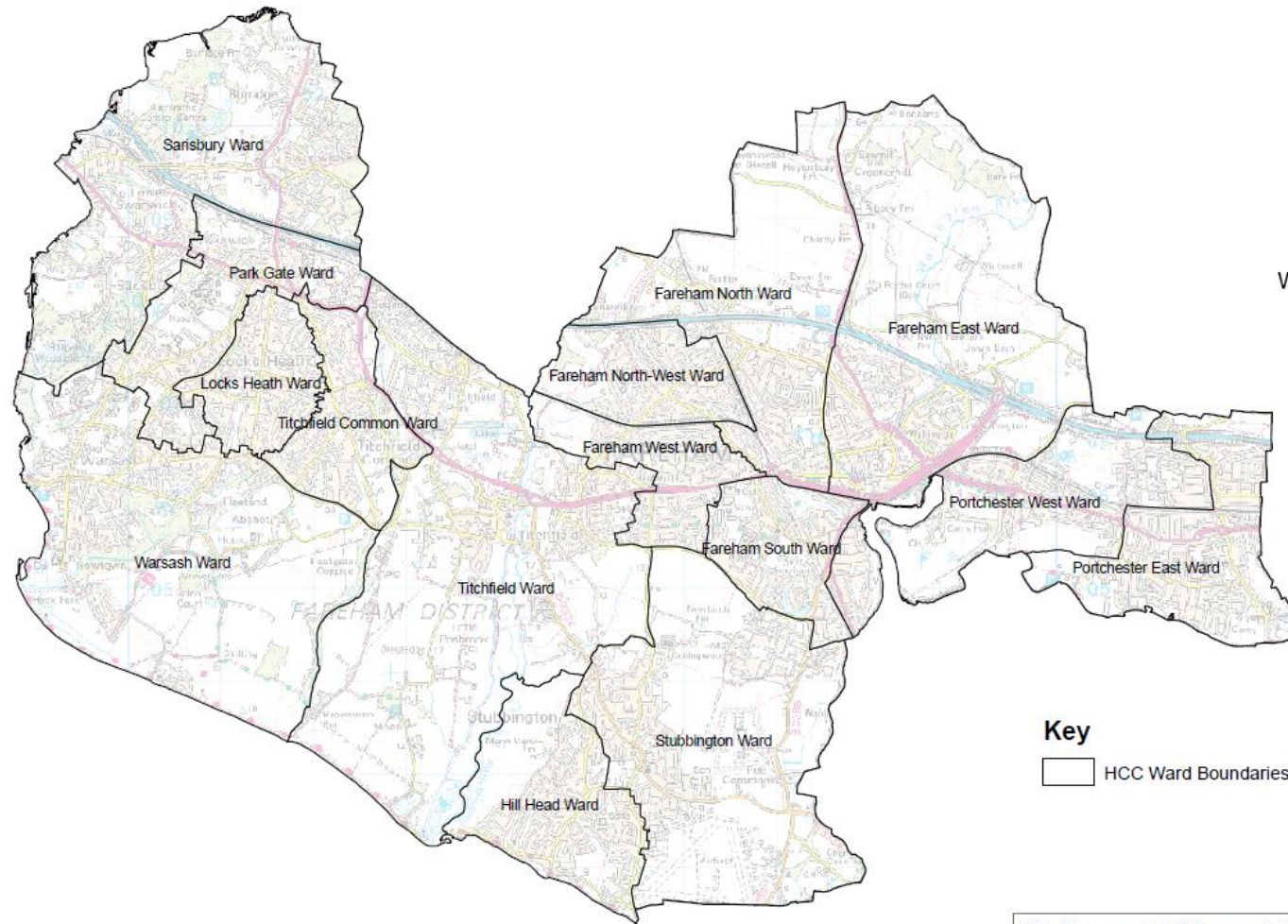
- The **transport users** that will be affected by the scheme (this would include car / bus / goods vehicles travelling to / from the Gosport peninsula; and users making more local trips, including those residents on the B3385 Newgate Lane;
- The **people living in areas** who may experience impacts of the intervention even if they are not users (e.g housing within the vicinity of the existing / proposed alignments of the southern section of the B3385 Newgate Lane); and
- The **people travelling in areas** identified as likely to be affected by the intervention.

Socio-demographic data at a local level has been reviewed for the likely impact area. This has been compared against the average for the Fareham Borough and Gosport Borough authority areas and any significant differences identified in order to highlight particular concentrations.

Ward Boundaries for Gosport



Ward Boundaries for Fareham



Older People (65+)

2011 Census data has been investigated. There are greater proportions of older people in areas such as Lee West (Gosport), located to the south west of Peel Common roundabout, and Alverstoke (Gosport). In these areas, the proportion of people over 65 is in excess of 30%, compared to an average of 20% for Fareham district and 17% for Gosport district. The more localised areas to the scheme such as Peel Common (25%) and Stubbington (28%) also have above average levels of older people. In Rowner and Holbrook ward, to the east of the scheme, the proportion of older people is far lower than the average, at 12%.

Young adults (16 to 25)

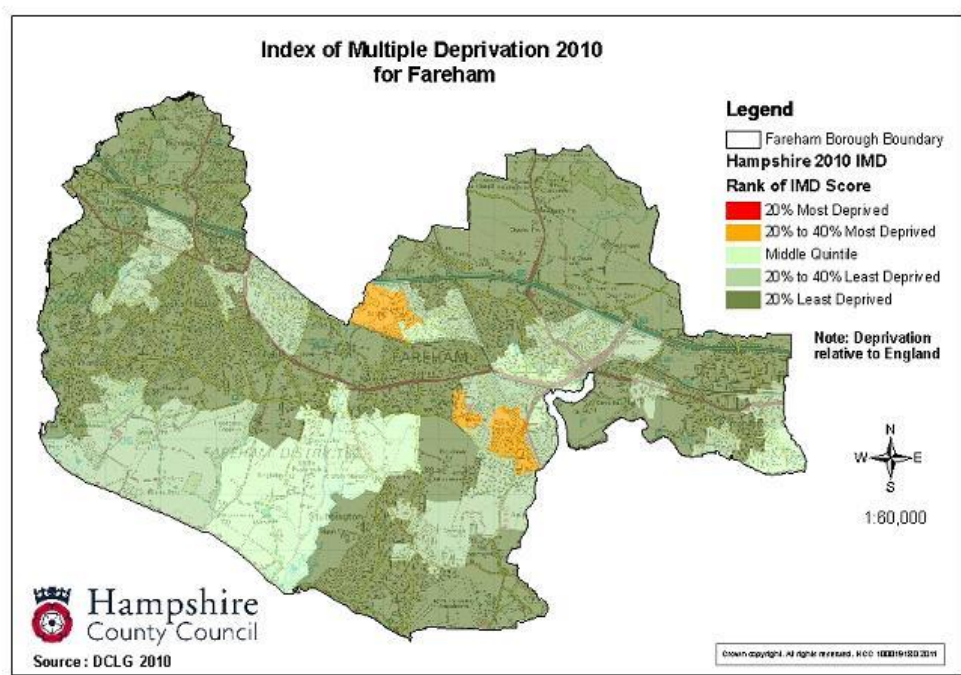
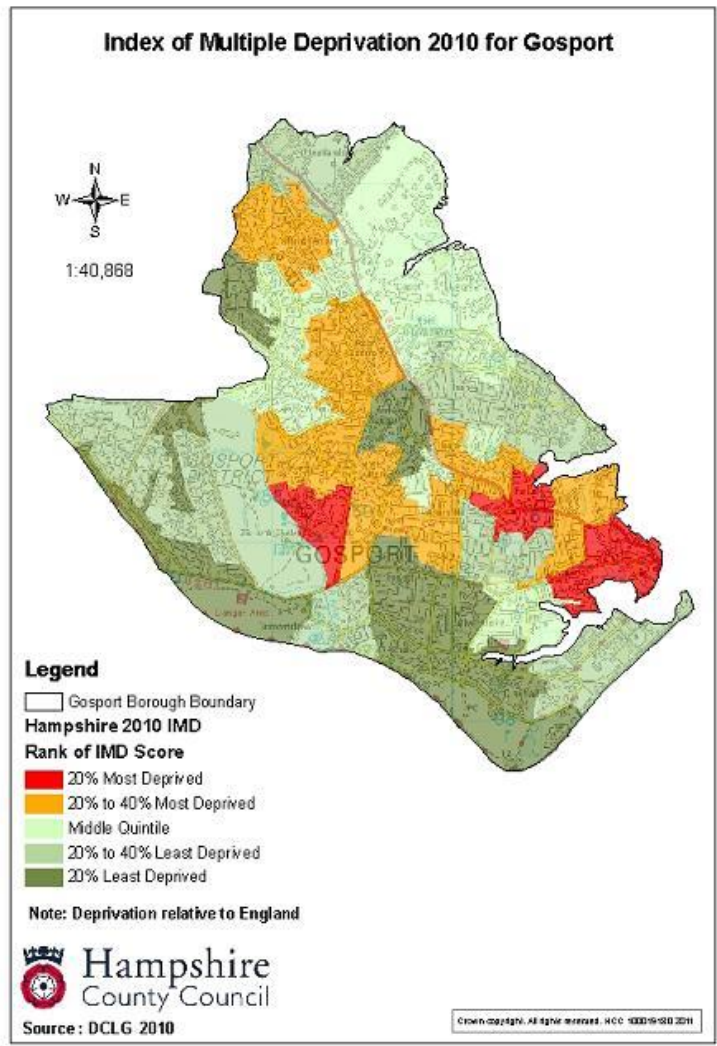
2011 Census data has been investigated. There are greater proportions of young adults in areas such as Town and Grange (Gosport), although the difference from the district average is not particularly marked (in the region of 14%, compared to 10%) – these areas are not local to the scheme. Across the Gosport and Fareham districts, there is not a significant variation from the district average in general. Lee West has a lower proportion of young adults (6%) than the average. The more localised areas to the scheme such as Peel Common and Stubbington have average levels of young adults.

Children (<16)

2011 Census data has been investigated. There are greater proportions of children in areas such as Grange (32% compared to a district average of 20%). In Rowner and Holbrook ward, to the east of the scheme, the proportion of children is higher than the average, at 25%. Both the Peel Common and Stubbington areas, in close proximity to the scheme, have slightly lower than average proportions of children (15% and 16% respectively).

Low income groups

Index of Multiple Deprivation (2010) data (income domain) has been investigated to identify areas with higher proportions of low income households (i.e. those living in areas ranked highest in terms of income deprivation). There are higher proportions of low income households particularly in Grange, Town and Leesland (Gosport) and Fareham North West. Areas within the vicinity of the scheme such as Peel Common and Rowner and Holbrook have slightly higher than average proportions of low income households. The main exception is Stubbington which has a lower proportion of low income households. Other areas with lower proportions of low income households include Locks Heath, Sarisbury, and Titchfield (Fareham).



Households without a car

2011 Census data has been investigated. The proportion of households without access to a car differs quite significantly between Fareham and Gosport, at 13% and 23% respectively. There are higher proportions of households without access to a car in Town, Leesland and Christchurch (Gosport). Stubbington and Peel Common, in the vicinity of the scheme, have broadly average levels of households without access to a car for the study area. Areas such as Sarisbury and Titchfield have a much lower than average proportion of households without a car (<10%).

Disability

2011 Census data has been investigated. Areas with higher proportions of people with a long term health problem or disability include Alverstoke, Anglesey, Lee West and Town. There are also areas in the vicinity of the scheme with higher proportions of people with a long term health problem or disability, including Stubbington and Peel Common. Titchfield and Sarisbury are areas with much lower than average proportions of people with a long term health problem or disability.

Trip attractors / Amenities

It is not only resident population that may be affected by the scheme and trip attractors / local amenities can influence the concentration of certain groups within the impact area.

The key trip attractors in the vicinity of the scheme include:

- Lee-on-the-Solent Golf club (approx. 300m to the south of Peel Common Roundabout)
- Peel Common Infant School (approx. 300m to the north east of Peel Common Roundabout)
- Brookers Field Recreation Ground (approx. 100m to the north east of Peel Common Roundabout)
- Crofton Secondary School (approx. 500m to the west of Peel Common Roundabout)

Major new employment development is also planned at the Solent Enterprise Zone (Daedalus), located to the south west of Peel Common Roundabout.

Distributional Impacts – Summary assessment

The tables that follow provide a summary assessment of potential distributional impacts in relation to each scenario (DS2a and DS2b). This draws upon the socio-demographic information described above, in addition to the expected scheme impacts (see the Appraisal Summary Tables).

The table includes the initial screening criteria set out in TAG Unit A4.2. If the expected impact does not meet the relevant minimum criteria then the impact has been screened out on this basis and no further consideration has been given to it.

Distributional Impacts – Summary assessment

'DS2a' - Peel Common Roundabout – Phase 1

Indicator	(a) Appraisal output criteria	Is the indicator (positive or negative) relevant?	Are there vulnerable and/ or low income groups and any sensitive receptors that may be affected?	What is the potential extent / nature of the impact on these groups / receptors?	Summary assessment
User benefits	The TUBA user benefit analysis software or an equivalent process has been used in the appraisal; and/or the value of user benefits Transport Economic Efficiency (TEE) table is non-zero.	Yes – the nature of the scheme means it will produce differing levels of benefit (and disbenefit) across different geographical sectors.	There are middle quintile / 20% least deprived areas within vicinity of the scheme. Higher proportions of low income households particularly in Grange, Town and Leesland (Gosport) and Fareham North West.	Greatest benefits (inc. travel time) fall predominantly within areas of Gosport (inc Lee-on-the-Solent and north Fareham. Disbenefits in the Stubbington village area.	Widespread distribution of benefits / disbenefits. Not possible to fully assess distribution across income groups at this level of assessment. Benefits fall to Gosport and north Fareham, where there is relatively high proportion of low income households.
Noise	Any change in alignment of transport corridor or any links with significant changes (>25% or <-20%) in vehicle flow, speed or %HDV content. Also note comment in TAG Unit A3.	Yes – the scheme includes a new alignment which will re-locate the principal traffic noise source. Changes in traffic flows on Newgate Lane may be significant (approaching +20%) in PM peak.	Greater proportions of children in areas such as Rowner and Holbrook which is to the east of the scheme, but likely to be outside impacted area. There are properties along the western side of Newgate Lane to the north of the roundabout – approx. 24 properties within 100m.	Increased traffic on Newgate Lane. Increased traffic on Longfield Avenue. Decreases in traffic on alternative routes with potential reduction in noise annoyance (e.g. Peak Lane / May's Lane through Stubbington).	Localised increases / decreases in noise expected. Preliminary analysis suggests potential increases in noise unlikely to disproportionately affect vulnerable group (children) or low income groups.

Indicator	(a) Appraisal output criteria	Is the indicator (positive or negative) relevant?	Are there vulnerable and/ or low income groups and any sensitive receptors that may be affected?	What is the potential extent / nature of the impact on these groups / receptors?	Summary assessment
			Middle quintile / 20% least deprived areas within vicinity of scheme. Recreational field located within 100m.		
Air quality	<p>Any change in alignment of transport corridor or any links with significant changes in vehicle flow, speed or %HDV content:</p> <ul style="list-style-type: none"> • Change in 24 hour AADT of 1000 vehicles or more • Change in 24 hour AADT of HDV of 200 HDV vehicles or more • Change in daily average speed of 10kph or more • Change in peak hour speed of 20kph or more • Change in road alignment of 5m or more 	<p>Yes – the changes to the Rowner Road arm of the roundabout involve a small change in the road alignment, but which is in excess of 5m. Changes in traffic flows not expected to be significant.</p>	<p>Greater proportions of children in areas such as Rowner and Holbrook which is to the east of the scheme, but likely to be outside impacted area. There are properties along the western side of Newgate Lane to the north of the roundabout - approx. 24 properties within 100m. Middle quintile / 20% least deprived areas within vicinity of scheme. Recreational field located within 100m.</p>	<p>Increased traffic on Newgate Lane. Increased traffic on Longfield Avenue. Decreases in traffic on alternative routes with potential reduction in vehicle emissions (e.g. Peak Lane / May's Lane through Stubbington).</p>	<p>Preliminary analysis suggests changes in vehicle emissions are unlikely to disproportionately affect vulnerable group (children) or low income groups, but potential for adverse impact. Potential adverse impact on air quality at sensitive receptor - Brookers Field Recreation Ground.</p>
Accidents	<p>Any change in alignment of transport corridor (or road layout) that may have positive or negative safety impacts, or any links with significant changes in vehicle flow, speed, %HGV content or any significant change (>10%) in the number of pedestrians, cyclists or motorcyclists using road network.</p>	<p>Yes – the scheme includes signalling three arms of the roundabout, plus additional provision for pedestrians and cyclists.</p>	<p>Greater proportions of children in areas such as Rowner and Holbrook which is to the east of the scheme. Average levels in the vicinity of the scheme. Concentrations of older people present in the vicinity of the scheme.</p>	<p>Positive impacts on safety at Peel Common Roundabout. Improved provision for vulnerable road users (pedestrians and cyclists). Increased traffic levels may offset some of the safety benefits.</p>	<p>Beneficial safety impact expected on vulnerable group (older people), with higher concentrations in vicinity of the scheme.</p>

Indicator	(a) Appraisal output criteria	Is the indicator (positive or negative) relevant?	Are there vulnerable and/ or low income groups and any sensitive receptors that may be affected?	What is the potential extent / nature of the impact on these groups / receptors?	Summary assessment
			Middle quintile / 20% least deprived areas within vicinity of scheme.		
Security	Any change in public transport waiting/interchange facilities including pedestrian access expected to affect user perceptions of personal security.	No – the scheme does not have any material impact on security.			
Severance	Introduction or removal of barriers to pedestrian movement, either through changes to road crossing provision, or through introduction of new public transport or road corridors. Any areas with significant changes (>10%) in vehicle flow, speed, %HGV content.	Yes – provision of additional crossing provision on Rowner Road.	Children from Peel Common area travelling across the junction to access Crofton Secondary school. Higher concentrations of people with a disability in Peel Common area.	Improved crossing facilities at Peel Common Roundabout contributes to reducing severance.	Beneficial impact expected on vulnerable group through removal of barriers to pedestrian movement.
Accessibility	Changes in routings or timings of current public transport services, any changes to public transport provision, including routing, frequencies, waiting facilities (bus stops / rail stations) and rolling stock, or any indirect impacts on accessibility to services (e.g. demolition & re-location of a school).	No – no material impacts on service availability. Bus service 21 using the B3385 Newgate Lane corridor (although fairly limited service) would continue to utilise existing alignment. Removal of bus stops on Rowner Road west of The Drive) although these are currently not served by any bus routes.			

Indicator	(a) Appraisal output criteria	Is the indicator (positive or negative) relevant?	Are there vulnerable and/ or low income groups and any sensitive receptors that may be affected?	What is the potential extent / nature of the impact on these groups / receptors?	Summary assessment
Affordability	<p>In cases where the following charges would occur; Parking charges (including where changes in the allocation of free or reduced fee spaces may occur); Car fuel and non-fuel operating costs (where, for example, rerouting or changes in journey speeds and congestion occur resulting in changes in costs); Road user charges (including discounts and exemptions for different groups of travellers); Public transport fare changes (where, for example premium fares are set on new or existing modes or where multi-modal discounted travel tickets become available due to new ticketing technologies); or Public transport concession availability (where, for example concession arrangements vary as a result of a move in service provision from bus to light rail or heavy rail, where such concession entitlement is not maintained by the local authority[1]).</p>	<p>No – the scheme itself is not expected to change costs of travel materially. The TUBA analysis indicates some relatively minor changes in vehicle operating costs as a result of reduced congestion / delays but these are not considered to be significant in terms of personal affordability.</p>			

Distributional Impacts – Summary assessment

Newgate Lane South (including Peel Common Roundabout)

Indicator	(a) Appraisal output criteria	Is the indicator (positive or negative) relevant?	Are there vulnerable and/ or low income groups and any sensitive receptors that may be affected?	What is the potential extent / nature of the impact on these groups / receptors?	Summary assessment
User benefits	The TUBA user benefit analysis software or an equivalent process has been used in the appraisal; and/or the value of user benefits Transport Economic Efficiency (TEE) table is non-zero.	Yes – the nature of the scheme means it will produce differing levels of benefit (and disbenefit) across different geographical sectors.	There are middle quintile / 20% least deprived areas within vicinity of the scheme. Higher proportions of low income households particularly in Grange, Town and Leesland (Gosport) and Fareham North West. User benefit impacts also likely to extend beyond the Fareham / Gosport area (but of lower magnitude)	Greatest benefits (inc. travel time) fall predominantly within areas of Gosport (inc Lee-on-the-Solent and north Fareham. Disbenefits in the Stubbington village area.	Widespread distribution of benefits / disbenefits. Not possible to fully assess distribution across income groups at this level of assessment. Benefits fall to Gosport and north Fareham, where there is relatively high proportion of low income households.
Noise	Any change in alignment of transport corridor or any links with significant changes (>25% or <-20%) in vehicle flow, speed or %HDV content. Also note comment in TAG Unit A3.	Yes – the scheme includes a new alignment for Newgate Lane which will re-locate the principal traffic noise source. Changes in traffic flows on Newgate Lane may be significant (approaching +20%) in PM peak.	Greater proportions of children in areas such as Rowner and Holbrook which is to the east of the scheme, but likely to be outside impacted area. There are properties along the western side of Newgate Lane to the north of the roundabout – approx. 24 properties within 100m.	Increased traffic on Newgate Lane. New alignment at southern end results in reduced noise annoyance for households directly on existing route. Increased traffic on Longfield Avenue. Decreases in traffic on alternative routes with potential reduction in	Localised increases / decreases in noise expected. Preliminary analysis suggests potential increases in noise unlikely to disproportionately affect vulnerable group (children) or low income groups.

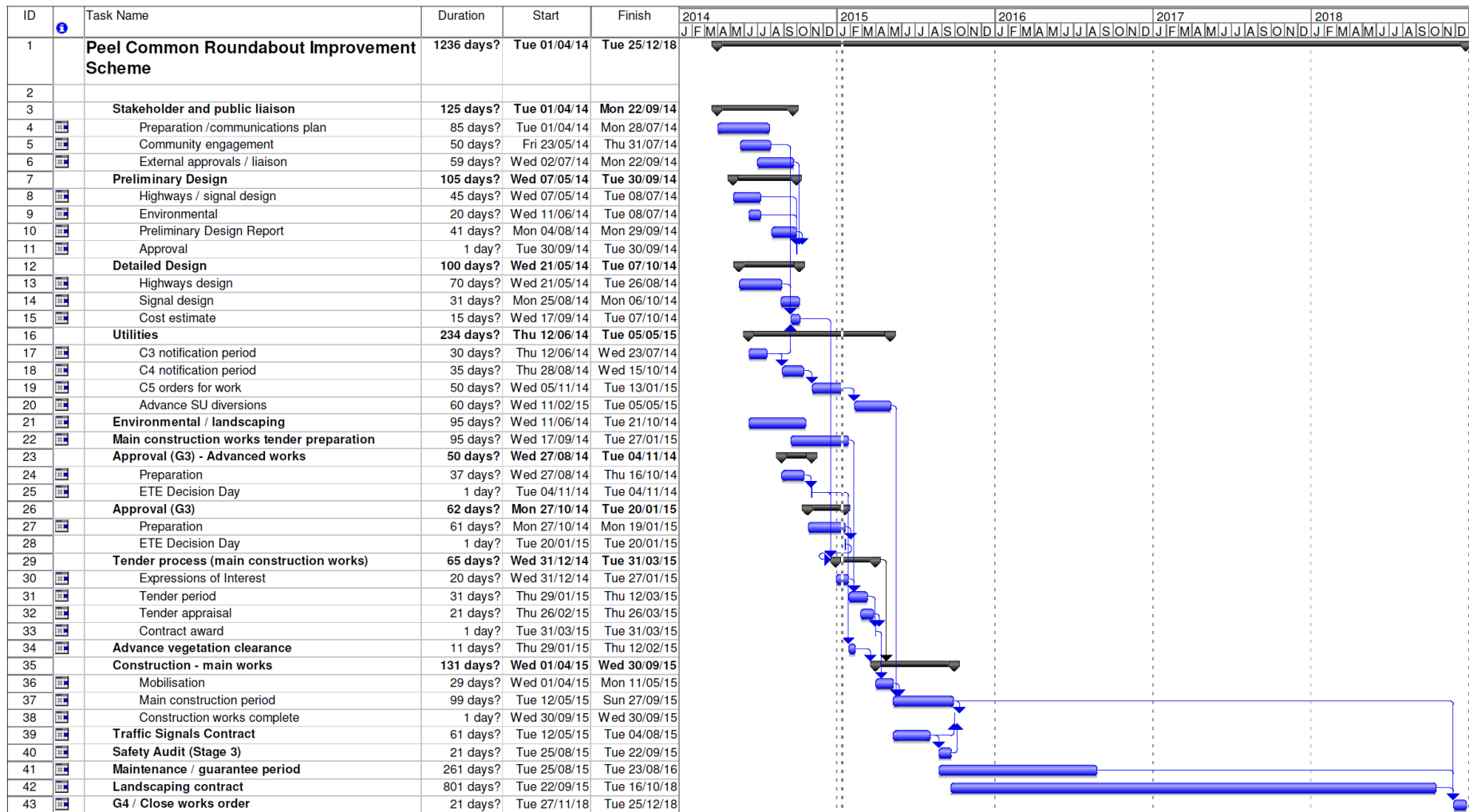
Indicator	(a) Appraisal output criteria	Is the indicator (positive or negative) relevant?	Are there vulnerable and/ or low income groups and any sensitive receptors that may be affected?	What is the potential extent / nature of the impact on these groups / receptors?	Summary assessment
			Middle quintile / 20% least deprived areas within vicinity of scheme. Recreational field located within 100m.	noise annoyance (e.g. Peak Lane / May's Lane through Stubbington).	
Air quality	<p>Any change in alignment of transport corridor or any links with significant changes in vehicle flow, speed or %HDV content:</p> <ul style="list-style-type: none"> • Change in 24 hour AADT of 1000 vehicles or more • Change in 24 hour AADT of HDV of 200 HDV vehicles or more • Change in daily average speed of 10kph or more • Change in peak hour speed of 20kph or more • Change in road alignment of 5m or more 	Yes – the scheme includes a new alignment for Newgate Lane which will re-locate the principal vehicle emission source. Changes in traffic flows on Newgate Lane likely to exceed 1000 vehicles.	<p>Greater proportions of children in areas such as Rowner and Holbrook which is to the east of the scheme, but likely to be outside impacted area. There are properties along the western side of Newgate Lane to the north of the roundabout - approx. 24 properties within 100m. Middle quintile / 20% least deprived areas within vicinity of scheme. Recreational field located within 100m.</p>	<p>Increased traffic on Newgate Lane. Beneficial impact for households directly along existing southern section of Newgate Lane. Increased traffic on Longfield Avenue. Decreases in traffic on alternative routes with potential reduction in vehicle emissions (e.g. Peak Lane / May's Lane through Stubbington).</p>	<p>Preliminary analysis suggests changes in vehicle emissions are unlikely to disproportionately affect vulnerable group (children) or low income groups. Potential adverse impact on air quality at sensitive receptor - Brookers Field Recreation Ground.</p>
Accidents	<p>Any change in alignment of transport corridor (or road layout) that may have positive or negative safety impacts, or any links with significant changes in vehicle flow, speed, %HGV content or any significant change (>10%) in the number of pedestrians, cyclists or motorcyclists using road network.</p>	Yes – the scheme includes signalling three arms of the roundabout, plus additional provision for pedestrians and cyclists. New alignment allows separation of vehicles and pedestrians /	<p>Greater proportions of children in areas such as Rowner and Holbrook which is to the east of the scheme. Average levels in the vicinity of the scheme. Concentrations of older people present in the vicinity of the scheme.</p>	<p>Positive impacts on safety on the existing southern section of Newgate Lane, and at Peel Common Roundabout. Improved / safer provision for vulnerable road users</p>	<p>Beneficial safety impact expected on vulnerable group (older people), with higher concentrations in vicinity of the scheme.</p>

Indicator	(a) Appraisal output criteria	Is the indicator (positive or negative) relevant?	Are there vulnerable and/ or low income groups and any sensitive receptors that may be affected?	What is the potential extent / nature of the impact on these groups / receptors?	Summary assessment
		cyclists (who can continue to use the existing alignment).	Middle quintile / 20% least deprived areas within vicinity of scheme.	(pedestrians and cyclists). Increased traffic levels may offset some of the safety benefits.	
Security	Any change in public transport waiting/interchange facilities including pedestrian access expected to affect user perceptions of personal security.	No – the scheme does not have any material impact on security.			
Severance	Introduction or removal of barriers to pedestrian movement, either through changes to road crossing provision, or through introduction of new public transport or road corridors. Any areas with significant changes (>10%) in vehicle flow, speed, %HGV content.	Yes – provision of additional crossing provision on Rowner Road at Peel Common Roundabout. New alignment removes traffic from heart of local community on southern section of Newgate Lane.	Children from Peel Common area travelling across the junction to access Crofton Secondary school. Higher concentrations of people with a disability in Peel Common area.	Reduced severance on existing southern section of Newgate Lane due to removal of traffic. Crossing provision for new route alignment. Improved crossing facilities at Peel Common Roundabout.	Beneficial impact expected on vulnerable group through removal of barriers to pedestrian movement.
Accessibility	Changes in routings or timings of current public transport services, any changes to public transport provision, including routing, frequencies, waiting facilities (bus stops / rail stations) and rolling stock, or any indirect impacts on accessibility to services (e.g. demolition & re-location of a school).	No – no material impacts on service availability. Bus service 21 using the B3385 Newgate Lane corridor (although fairly limited service) would continue to utilise existing alignment. Removal of bus stops on Rowner Road west			

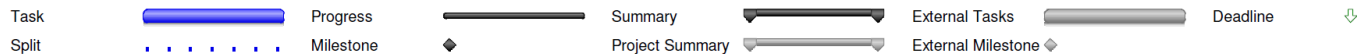
Indicator	(a) Appraisal output criteria	Is the indicator (positive or negative) relevant?	Are there vulnerable and/ or low income groups and any sensitive receptors that may be affected?	What is the potential extent / nature of the impact on these groups / receptors?	Summary assessment
		of The Drive) although these are currently not served by any bus routes.			
Affordability	In cases where the following charges would occur; Parking charges (including where changes in the allocation of free or reduced fee spaces may occur); Car fuel and non-fuel operating costs (where, for example, rerouting or changes in journey speeds and congestion occur resulting in changes in costs); Road user charges (including discounts and exemptions for different groups of travellers); Public transport fare changes (where, for example premium fares are set on new or existing modes or where multi-modal discounted travel tickets become available due to new ticketing technologies); or Public transport concession availability (where, for example concession arrangements vary as a result of a move in service provision from bus to light rail or heavy rail, where such concession entitlement is not maintained by the local authority[1]).	No – the scheme itself is not expected to change costs of travel materially. The TUBA analysis indicates some relatively minor changes in vehicle operating costs as a result of reduced congestion / delays but these are not considered to be significant in terms of personal affordability.			

Appendix H

Project Plan – Phase 1 (Peel Common Roundabout)



Project: A340 Project Plan
Date: Mon 12/01/15



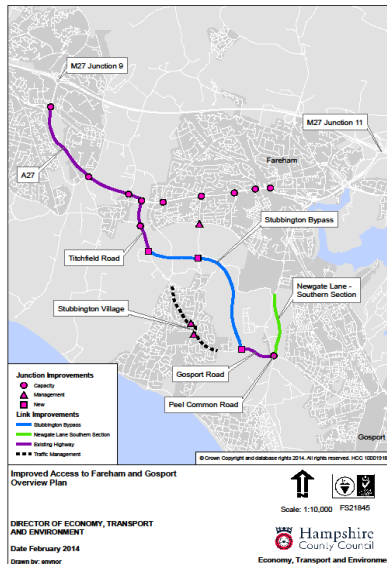
Appendix I

Draft Communications Plan

IMPROVING ACCESS TO FAREHAM AND GOSPORT

DRAFT COMMUNICATIONS PLAN

MARCH 2014



Client Manager	Heather Walmsley
Project Manager	Linda Wickens
Corporate Communication Team	Alison Taylor

Rev	Date	Checked	Approved	Notes
1	21.3.14			

Next Update due:

1. Principles of Good Communication

The HCC Communications Strategy identifies the following as key messages: Open for Business and the Efficiencies and Expenditure Reduction Programme:

- All communications to carry the key messages across all of the County Council's internal and external communication channels
- Localise all news items as far as possible so that take-up by Hampshire media is maximised, using local examples to illustrate
- Keep staff informed of the key issues and utilise all available internal communication channels
- Use a variety of existing data bases and communications channels, including social media, to communicate with all audiences including staff, media, residents, communities, voluntary and other public sector partners, and businesses
- Safeguard and maintain the reputation of the County Council
- Employ appropriate mechanisms that engage the community with HCC e.g. road-shows, presence at community events, briefing events, research initiatives.
- Demonstrate our ethical duty to be open and transparent

2. Summary of Scheme

On 17.3.14 the EMETE identified preferred routes for the following key strategic highway schemes in order to provide much needed improved access to Gosport and Fareham :

- Stubbington Bypass (Gosport Road to Titchfield Road)
- Titchfield Road improvements linked to the provision of Stubbington Bypass;
- Gosport Road and Peel Common roundabout improvements linked to Stubbington Bypass
- Newgate Lane Southern Section and linked Peel Common roundabout improvements
- Peel Common roundabout interim scheme in advance of Stubbington Bypass and Newgate Lane improvements coming forward;
- A27 dualling and junction improvements

2. Aims and Objectives

To raise awareness of the preferred schemes that have been identified to help improve access to Gosport and Fareham. To keep all audiences informed and manage public expectations in relation to the scheme objectives which are as follows:

- To facilitate economic growth on the Gosport Peninsula and particularly at the Solent Enterprise Zone to encourage investment back into the area by removing the transport barriers to growth, improving accessibility and reducing congestion and delay.
- To provide the necessary uplift in the existing transport network required to help encourage regeneration, investment and growth in an area, suffering from significant traffic congestion and declining employment base;
- To unblock critical bottlenecks and congestion hotspots on strategic routes as well as in town centre areas and in areas of employment.
- To address transport problems by improving connectivity and network resilience, along links and at junction, to uplift the quality of the local network to help make the area attractive to investors.
- To provide improved accessibility onto the peninsula via enhanced connectivity with the M27 Junctions 9 and 11. Unblocking congestion at the A27 east to west corridor will enable improvements on the north south corridors to flow to and from the motorway with fewer hold ups and less journey time delay.

- To provide an effective bypass for Stubbington Village which will enable traffic to avoid this extremely congested part of the network and will enable journey times to be improved.
- To improve the Newgate Lane corridor between Palmerston Drive and Tanners Lane, to maximise traffic throughput and improve journey time reliability by minimising queues at the junctions along the route.

3. Key Messages

Key messages to communicate during the consultation period:

- The identified schemes form part of a comprehensive package of measures aimed at improving access to Fareham and Gosport in order to encourage economic growth;
- Improvements have been talked about for many years and public frustration has been mounting with increasing delay and congestion with apparent lack of action. The identified package of measures will help address these issues;
- The Solent Local Enterprise Partnership are extremely supportive of the improvement strategy;
- Public Consultation is planned for June and July 2014;
- It is intended that Planning Applications for both Stubbington Bypass and Newgate Lane south will be submitted in the first half of 2015.

4. Communication Tools/Tactics/Channels

Communications will support the public consultation events and online information.

Internal communications for staff including Members

Required (Y/N)	Communication Type	Initiated by
Y	Member updates (emails, briefings and / or regular updates on members portal)	HW
Y	Hantsnet news items with links to Hantsweb	MS
N	Chief Executive's weekly updates	-
N	Departmental online pages and newsletters	-
N	Plasma screens	-



Required (Y/N)	Communication Type	Initiated by
N	Hantsnet poll	-
N	Lunchtime/staff briefings	-
N	Presence on "the street" (display in EII)	-
N	Email from SMG members	-

External communications for the public

Required (Y/N)	Communication Type	Initiated by
Y	Hantsweb dedicated pages – Roads and Transportation	JR/MS
Y	Have your say consultation	HW
Y	Twitter @hantsconnect and other social media	AT
N	Hampshire Now	-
N	Hantsdirect script – to be amended	
Y	Town and Parish Council database (newsletter)	HW
N	Schools communication channels including school comms email	-
Y	Community engagement events	HW
Y	Use of Discovery Centre/ library/ public network computers e.g. opening page/screen saver	AM
Y	Print and broadcast media and marketing (to include audio news)	AT

5. Communication Protocols

All communication must be issued in accordance with the points below and also in line with the Communications Protocol detailed in Appendix A.

- All mass communication (i.e. webpages, press release etc.) must be approved by the appropriate level of officer
 - Webpages to be approved initially by DMT
 - Webpage adjustments to be approved by Communications Team, Client and Project Manager
 - Press Releases to be approved by Leader, Exec Member and ETE Director
- Once approved, no changes to be made without additional approval by the aforementioned officers.
- Direct enquiries from the public and councillors will be responded to from the authorised officer as identified in the communications protocol in Appendix A.
- Only those key officers detailed within the Communications Protocol in Appendix A are authorised to approve communication outside of the County Council in relation to each specific role.
- All communication from external sources will be securely filed with the security amended to ensure the security of sensitive information.
- A scheme communication database will be established, saved in the following location and password protected to ensure the security of sensitive information. **Provide link to database.**
- The scheme is likely to be politically or publically sensitive, likely to receive adverse media interest and/or likely to cause significant direct or indirect impacts on businesses or residents, therefore Community Engagement is to be undertaken.

6. Audiences **TO UPDATE**

Type of Audience	Who	What (key message)	Why (objective)	How (Communication medium)
Councillors	<p>Hampshire County Council Members</p> <p>Fareham Cllrs - Chris Wood; Roger Price; Sean Woodward; Geoff Hockley; George Ringrow; Peter Latham; Keith Evans</p> <p>Gosport Cllrs – Shaun Cully; Peter Chegwyn; Graham Burgess; Chris Carter; Peter Edgar</p>	<p>Informing of the details of the scheme and traffic management proposals</p> <p>Updates from the contractor</p>	To enable them to answer queries from their constituents	<p>E-mails and briefings</p> <p>Link to Contractors website</p>

Type of Audience	Who	What (key message)	Why (objective)	How (Communication medium)
HMS Collingwood	Frances Ogden-Haigh Lt Dean Oakey (site security) Mark Beggs (Site Manager)	Access for accommodation works Traffic management information Updates from the contractor	To obtain approval to enter base in advance of works To provide advance warning of TM changes	E-mail and/or phone Link to Contractors website
Local Residents	Newgate Lane Albert Road Woodcote Lane	Traffic management information Updates from the contractor	To provide advance warning of TM changes	Letter drop, and via website, through media, twitter, and Facebook Link to Contractors website
Road Users	Drivers	Traffic management information Updates from the contractor	To provide advance warning of congestion and offer alternative routes	Website, through media, VMS Link to Contractors website

Type of Audience	Who	What (key message)	Why (objective)	How (Communication medium)
Local Businesses	Speedfields Park Frankport Way Collingwood Retail Park Davis Way Fielder Drive Sharlands Road Industrial Park Hackett Way Fort Fareham Industrial Estate Palmerston Drive Newgate Lane	Traffic management information Updates from the contractor	To provide advance warning of TM changes	E-mails for web page updates Breakfast Meetings Site Surgeries Link to Contractors website
Media	Portsmouth News Daily Echo Fareham Today Coastline	Scheme objectives Traffic management information Updates from the contractor	General awareness To provide advance warning of TM changes	Press releases Scheme article Link to Contractors website

Type of Audience	Who	What (key message)	Why (objective)	How (Communication medium)
District Officers	Lindsey Ansell, Head of Corporate Services, FBC Claire Burnett, Head of Regeneration, FBC David Duckett, GBC Lynda Dine GBC Economic Development and Brenda Brooker GBC Press Officer	Communications strategy for traffic management information	As part of the project Communications Team	Newgate Lane Northern Section Communications Meetings
Local Area Office & other Key HCC Officers	Andy Peryer Dave Gouge Ian Ackerman	Communications strategy for traffic management information	As part of the project Communications Team	Newgate Lane Northern Section Communications Meetings
Emergency Services	Police – Kevin Joyner	Communications strategy	As part of the project Communications Team	Newgate Lane Northern Section Communications Meetings
Bus Companies	First Bus	Traffic management information	To provide advance warning of TM changes	E-mail

Type of Audience	Who	What (key message)	Why (objective)	How (Communication medium)
CTC	Jim Weeks, Campaigner for CTC Alan Emmott, Chairman Fareham Wheelers	Traffic management information	To provide advance warning of TM changes	E-mail

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7. Timescales and Tactics

Date	Title	Media Type	Action by	Complete
June / July 2014	Public Consultation	Press release, Website, mail drop, leaflets, letters, email, posters, magazine articles	HW/AT	
November 2014	EMETE Report on response to consultation	Committee	HW	
May 2015	Submit Planning Applications x2	Press Release	AT / HW	
July 2015	HCC Reg Comm determines Application	Press Release	AT / HW	



8. Evaluation of Communications Plan

Measures of success:

1. Positive feedback at consultation from public and local interested parties;
2. Managing public expectations
3. Number of public enquiries low
4. Little or no change to scheme plans;
5. Planning Application is approved with little or no objection.

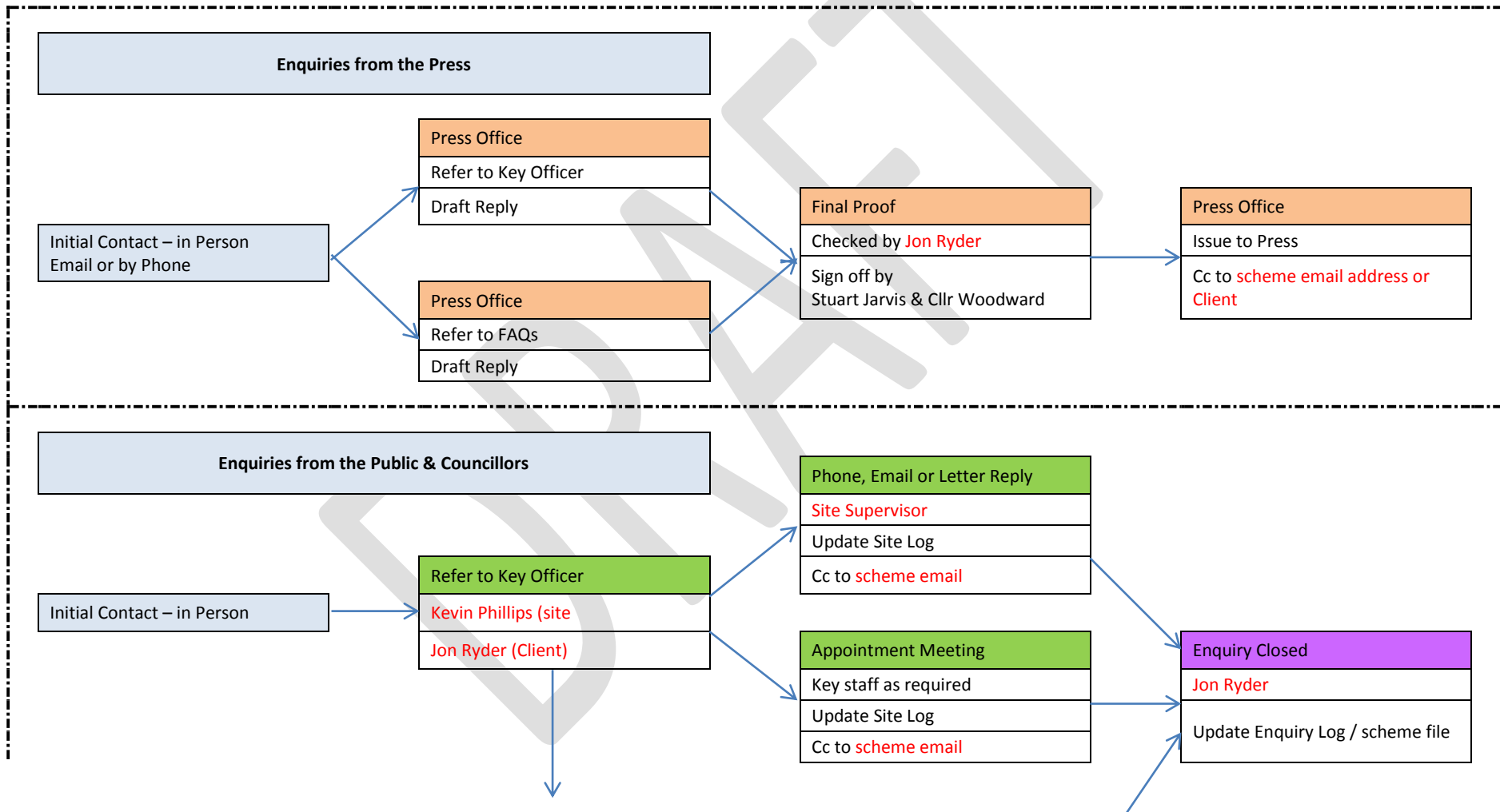
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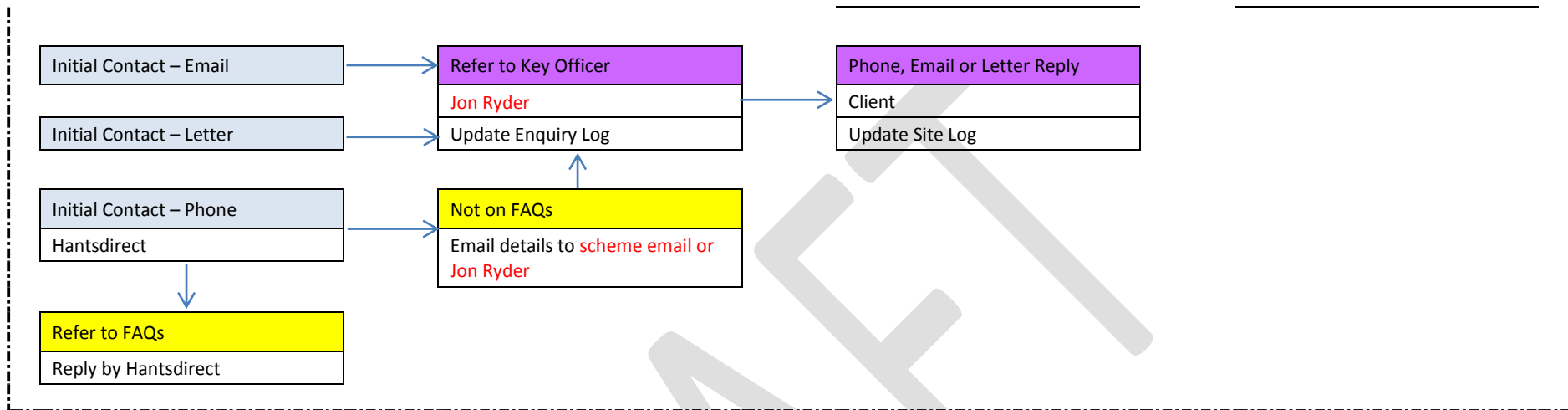


APPENDIX A
COMMUNICATION PROTOCOL

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Appendix A – Communications Protocol





Key Officers			
Subject	Officer	Phone	Email
<i>Insert / delete names / titles as appropriate. Unless otherwise stated, key officer should be the Project Manager</i>			
Media & Corporate Communications	Alison Taylor	01962 845 155	alison.taylor@hants.gov.uk
Client	Heather Walmsley	01962 846089	heather.walmsley@hants.gov.uk
Project Manager	Jon Ryder	01962 826987	jon.ryder@hants.gov.uk
Designer	N/A		
Construction	N/A		

Notes

Source of Enquiry
Press Office
Project Manager

Text in red to be replaced by named contact or scheme specific email address where appropriate.

Where enquiry logs are in place, these must be controlled to protect the privacy and sensitivity of personal information. Only approved individuals should be able to access this information. Only those officers listed above are authorised to amend and issue communication to those outside Hampshire County Council.

Construction Phase
Hantsdirect

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Appendix B: Customer and Equality Impact Assessment 2013/14

ETE Objective 1.4 Develop Hampshire's highway network and transport systems

<http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

Taking due regard of the above assessment, this consultation recognises protected characteristics that are likely to experience impact from the proposals under consideration: Improving Access to Fareham and Gosport. Accordingly the consultation methodology proposes to ensure the views of these groups are taken into account:

Characteristic	Impact level
Age	Medium
Disability	Medium
Gender	Medium

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Appendix J

Risk Registers

Risk Register (Phase 1 – Peel Common Roundabout)

Risk ID	Risk Category	Description of Potential Risk	Root Causes	Effect of Risk Occuring	Mitigating Action	Residual Risk	Residual Risk Scoring			Financial Impacts				Risk Owner
							Impact	Likelihood	Risk Score	Lowest Cost Estimate	Highest Cost Estimate	Probability (%)	Current Estimated Risk Value	
1	Strategic	The scheme does not deliver to the expectations of LAs and LEPS	Traffic flows are not improved	Loss of reputation to HCC	Close working with LAs and LEPS to manage expectations		2	3	6	N/A	N/A	35%	£0	Jon Ryder
2	Planning	HCC disciplines exceed their estimated cost, as recorded in Programme	Optimistic estimating	Additional cost	Provide detailed brief and timely responses to queries		2	2	4	10	50	12.5%	£4	Linda Wickens
3	Planning	Key Stakeholders (e.g. HCA, EA) interfere in design	Lack of communication	Delays scheme and costs increase	Early consultation with key stakeholders		1	2	2	5	10	12.5%	£1	Jon Ryder
4	Planning	Tender price exceeds budget	Estimated cost not based on robust prices	Additional costs	Seek early expressions of interest		4	3	12	10	300	35%	£54	Linda Wickens
5	Planning	Programme overruns	Optimistic programming	Delay to contract	Ensure adequate time is allowed for the processes		2	3	6	1	50	35%	£9	Linda Wickens
6	Planning	Resurfacing of western side of roundabout	Stubbington Bypass doesn't get planning	Additional costs	Additional cores, investigate likely costs		3	3	9	50	100	35%	£26	
7	Ecological/ Environmental	Environment Agency/HCC Approval not received in good time	EA internal processes	Delay to programme	Early engagement of EA		3	2	6	50	250	12.5%	£19	Phillip Marston
8	Ecological/ Environmental	Additional environmental mitigation required	Environmental surveys identify issues	Additional costs/delay to contract	Ensure environmental surveys carried out in a timely fashion		1	2	2	2	30	12.5%	£2	Linda Wickens
9	Ecological/ Environmental	Night time working causes complaints from local residents	Construction noise expected from machinery during site hours	Additional costs/delay to contract	Liaise with EHO		3	3	9	2	30	35%	£6	Phillip Marston
10	Land Acquisition	Retaining wall needed because of non-negotiation for temporary easement	Rstricted working space	Additional costs/delay to contract	Extension of gabion wall/hand construction		2	3	6	10	50	35%	£11	
11	Land Acquisition	Part 1 claims exceed estimated cost	Lack of expertise/insufficient resources	Additional cost			2	1	2	10	100	2.5%	£1	
12	Statutory Undertakers	SU services need diversion, not just protection	Inaccurate records	Additional costs/delay to contract	Substantial survey work carried out in advance		2	2	4	25	100	12.5%	£8	Linda Wickens
13	Statutory Undertakers	SU services need protection	Inaccurate records	Additional costs/delay to contract	Substantial survey work carried out in advance		2	2	4	5	50	12.5%	£3	Linda Wickens

14	Statutory Undertakers	Unknown services encountered	Inaccurate records	Additional costs/delay to contract	Trial pits to establish locations of services		3	3	9	5	50	35%	£10	Phillip Marston	
15	Construction	Unexpected ground conditions	Inaccurate records	Additional costs/delay to contract	Carry out full ground survey		2	2	4	2	20	12.5%	£1	Phillip Marston	
16	Construction	Subcontractors not available	Optimistic programming	Delay to contract	Check tenders for sub contracts		1	2	2	5	30	12.5%	£2	Jon Ryder	
17	Construction	No road space available at the time of the construction period.	No early involvement of local NRSWA co-ordinator	Delays and additional costs to the project.	Early contact with Area Office. Ensure correct Elgin noticing is carried out.	Emergency SU works still possible even with bookings	3	2	6	N/A	N/A	12.5%		Phillip Marston	
18	Construction	Congestion caused by queuing traffic	No early consultation with traffic management provider and local NRSWA co-ordinator and notification of the public	Loss of reputation to HCC	Establish the required traffic management method for construction of the works and liaise with ITS, traffic management provider, local member and notify the public Ensure adequate restrictions imposed on contractor to maintain capacity		3	2	6	N/A	N/A	12.5%		Phillip Marston	
19	Planning	Southern Water HE3/4 Sewage upgrade work programme conflicts with planned construction works	No early consultation with utility companies	Delay to programme	Early consultation with SU companies		3	2	6	N/A	N/A	12.5%		Phillip Marston	
20	Planning	Transfer of C.J007289 12/13 fees to C.J007862	SAP inefficiencies	Additional fees	None		2	1	2	57	57	2.5%	£1		
									0				£0		
													Sum Total of Forseen Risk	£158	

Risk Register (Phase 2 – Newgate Lane South)

Risk ID	Risk Category	Description of Potential Risk	Root Causes	Effect of Risk Occuring	Mitigating Action	Residual Risk	Residual Risk Scoring			Risk Owner
							Impact	Likelihood	Risk Score	
1	Strategic	The scheme does not deliver to the expectations of LAs and LEPs	Traffic flows are not improved	Loss of reputation to HCC	Close working with LAs and LEPs to manage expectations		2	3	6	Strategic Transport ??
2	Strategic	Decisions are not forthcoming	Governance is not clearly defined	Disruption and delay to the programme	Set up Steering Group		1	3	3	Graham Wright/Jon Ryder/Heather Walmsley
3	Corporate	Project objectives are not achieved	Incompatibility with other parts of the network	Loss of reputation	Consultation with key stakeholders and general public		2	4	8	Jon Ryder
4	Political	Project objectives are not achieved	Needs of external customers (e.g. Asda) are not addressed	Loss of reputation	Consultation with local businesses		2	3	6	Jon Ryder/Linda Wickens
5	Political	Local political support is lost (County & Borough Councillors)	Lack of communication	Scheme at risk of being shelved	Set up working group by end June		1	3	3	Graham Wright
6	Political	LEPs abolished	Change in Government policy	Funding not available for scheme	Continue liaison through the Daedalus Delivery Group		4	2	8	James Strachan
7	Political	Objectives change	Change in County Policy	Delay to programme	Keep informed on County Policy		4	2	8	Graham Wright/Jon Ryder/Heather Walmsley
8	Funding	Daedalus funding does not materialise	Daedalus remains undeveloped	Unable to repay Growing Places funding	Outside of HCC Control		4	2	8	Homes & Communities Agency
9	Planning	HCC disciplines exceed their estimated cost, as recorded in Programme	Optimistic estimating	Additional cost	Provide detailed brief and timely responses to queries		2	4	8	Linda Wickens
10	Planning	Additional surveys are required for design to progress	Surveys carried out identify further issues	Additional cost and delay to programme	Prompt response to requirement in order to keep to		2	3	6	Rob Ward
11	Planning	Drainage design requires culverts large enough to become structures, requiring additional GI and Structures input.	EA requires additional storage capacity	Design costs increase, possible delay to programme	Drainage design to avoid large culverts if at all possible, ongoing liaison with EA		1	2	2	Jon Ryder
11	Planning	Scheme delayed during Detailed Design	Unknown information brought up at Public Consultation	Additional costs/delay to contract	Hold Public Consultation as soon as possible		2	3	6	Jon Ryder
12	Planning	Fareham BC insist on going through full planning process	Differences of opinion as to process	Additional costs/delay to contract	Early liaison with FBC		2	2	4	Linda Wickens
13	Planning	Cost estimate exceeds budget	Scope of works increases	Additional cost/delay to programme to acquire additional funds	Careful management of scope of works		4	2	8	Jon Ryder
14	Planning	Key Stakeholders (e.g. FBC, EA) interfere in design requirements	Lack of communication	Delays scheme and costs increase	Early consultation with key stakeholders		2	2	4	Jon Ryder
15	Planning	Tender price exceeds budget	Estimated cost not based on robust prices	Additional costs	Check rates for non standard items		2	2	4	Rob Ward

16	Planning	Required quality is not achieved	Wrong procurement process/form of contract	Additional costs and delay to programme	Liaise with HCC Contracts		2	2	4	Linda Wickens
17	Planning	Inadequate resources across departments to deliver the	Too little notice given for resource requirements	Delay to programme	Internal consultation		1	2	2	Linda Wickens
18	Planning	Programme overruns	Optimistic programming	Delay to contract	Ensure adequate time is allowed for the processes		2	3	6	Linda Wickens
19	Ecological/ Environmental	Environmental Scoping Report shows that a full EIA and Environmental Statement are required	Special designation is applied to areas within the project boundary during the design process OR new information comes to light during scoping exercise.	Additional cost and delay to programme	Liaise with environmental groups and FBC in order to understand environmental issues		2	2	4	Linda Wickens
20	Ecological/ Environmental	Environment Agency/HCC Approval not received in good time	EA internal processes	Delay to programme	Early engagement of EA		1	2	2	Rob Ward
21	Ecological/ Environmental	Legal challenge	Full Environmental Impact Assessment not carried out	Delays scheme and costs increase	Carry out Full EIA		2	3	6	Graham Wright/Jon Ryder/Heather Walmsley
22	Ecological/ Environmental	Protected species encountered during construction	Environmental survey information insufficient	Additional costs/delay to contract	Arrange for appropriate ecological surveys		1	2	2	Tristan Norton
23	Ecological/ Environmental	Additional environmental mitigation required	Environmental surveys identify issues	Additional costs/delay to contract	Ensure environmental surveys carried out in a timely fashion		1	2	2	Linda Wickens
24	Ecological/ Environmental	Stop notice issued by Local Authority Section 61 requirements restricting activities	Construction noise expected from machinery during site hours	Additional costs/delay to contract	Ensure suitable noise restrictions included in contract		1	3	3	Rob Ward
25	Ecological/ Environmental	Disruption during construction	Contractor does not consider local residents	Additional costs/delay to contract	Ensure suitable clauses in contract		2	2	4	Rob Ward
26	Ecological/ Environmental	Part 1 claims exceed estimated cost	Lack of expertise/insufficient resources	Additional cost	N/A		2	2	4	
27	Land Acquisition	CPO difficult to obtain	Formal safeguarding not in place	Delays scheme and costs increase	Obtain formal safeguarding/delete existing bypass safeguard		2	3	6	Heather Walmsley
28	Land Acquisition	Legal challenge to Confirmation of CPO	SofS Decision not based on fact (Inspector's Report not correct)	Delay	N/A		2	2	4	N/A
29	Land Acquisition	Legal challenge	Robust Route Options Feasibility Study not carried out	Delays scheme and costs increase	Review appropriateness of EAST assessment		2	2	4	Graham Wright/Jon Ryder/Heather Walmsley
30	Land Acquisition	Land not acquired	Negotiations with landowners collapse	CPOs/Public Inquiry required	Careful negotiations with landowners, sympathetic to accommodation works		3	4	12	Nick Bishop
31	Land Acquisition	Land owner takes us to the Lands Chamber of the Upper Tribunal (formerly known as the Lands Tribunal) if entry taken under confirmed CPO. Tribunal awards in favour of third party based on evidence put before it.	Compensation cannot be agreed for land purchase	Costs increase	Early communication with land owners. Ensure watertight nil detriment scheme.		4	3	12	Nick Bishop
32	Land Acquisition	Not enough land is acquired for environmental mitigation works	CPO inadequate	Additional land needs to be acquired by negotiation, or design change, delays scheme and costs increase	Carry out ecological surveys in time to inform CPOs		1	2	2	Tristan Norton
33	Land Acquisition	Insufficient land purchased to accommodate drainage infrastructure e.g. balance ponds	CPO inadequate	Additional land needs to be acquired by negotiation, or design change, delays scheme and costs increase	Early design of drainage outfalls and attenuation		2	2	4	Rob Ward
34	Land Acquisition	"Village Green" legal challenge	Opposition from local residents	Delays scheme and costs increase	To negotiate with land owners and purchase land asap		1	2	2	Nick Bishop
35	Statutory Undertakers	SGN renew their gas main in the road	Programme slips	Severe traffic congestion during Gas works	Prompt acquisition of land through negotiation		1	2	2	Nick Bishop

36	Statutory Undertakers	SU C3 cost estimates are too low	SU processes	Additional costs to the scheme	N/A		2	2	4	Linda Wickens
37	Statutory Undertakers	SU services need diversion, not just protection	Inaccurate records	Additional costs/delay to contract	Substantial survey work carried out in advance		2	3	6	Rob Ward
38	Statutory Undertakers	SU services need protection	Inaccurate records	Additional costs/delay to contract	Substantial survey work carried out in advance		1	3	3	Linda Wickens
39	Statutory Undertakers	Unknown services encountered	Inaccurate records	Additional costs/delay to contract	Trial pits to establish locations of services		2	3	6	Rob Ward
40	Statutory Undertakers	Fibre optic cables need to be installed once the scheme is complete	Policy to provide broadband to the area	Roadworks on new road and loss of reputation	Consultation with communications companies		2	4	8	Rob Ward
41	Construction	Compensation Event	Unforeseen site conditions	Additional costs/delay to contract	Substantial survey work carried out in advance		2	3	6	Linda Wickens
42	Construction	Unexpected ground conditions	Inaccurate records	Additional costs/delay to contract	Carry out full ground survey		2	2	4	Rob Ward
43	Construction	Subcontractors not available	Optimistic programming	Delay to contract	Check tenders for sub contracts		1	2	2	Jon Ryder

Appendix K

Risk Management Strategy

Risk Management Strategy

1. Purpose

This note sets out the risk management process and strategy for the Newgate Lane South (including Peel Common Roundabout) scheme. It complements the Risk Register(s).

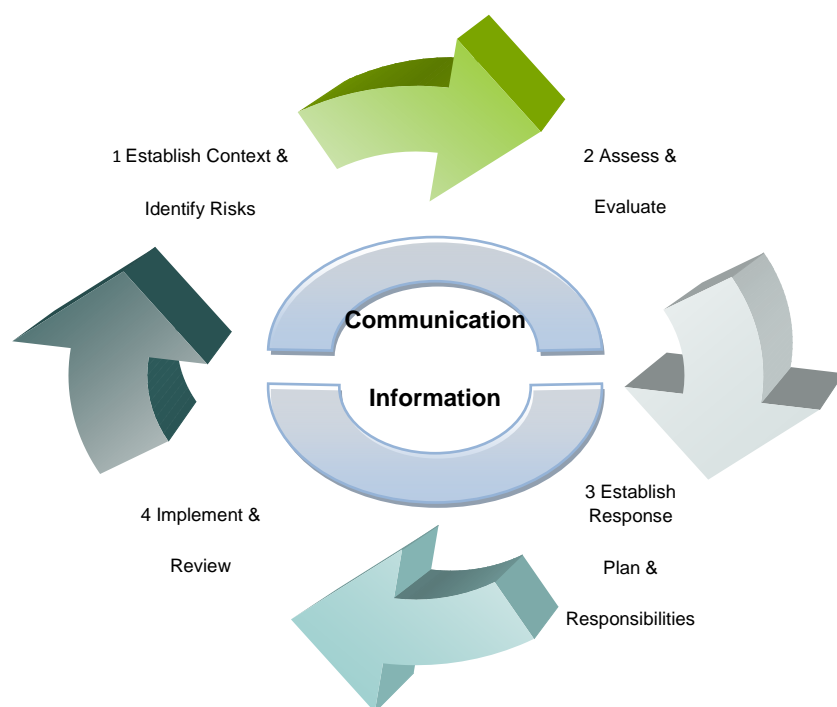
In the context of the scheme, risk has been defined as the potential for future events which have a negative impact on one or more of the following:

- the achievement of scheme objectives
- scheme costs / financials
- scheme delivery timescales.

Risk management is seen as a key process underpinning good scheme governance and achievement of scheme objectives in a cost effective manner. Accordingly an appropriate framework (comprising managing reporting, process and responsibilities) has been implemented as part of scheme management arrangements as set out below.

2. Overview of the Risk Management Process

The risk management approach adopts the following four primary processes as shown below:



These processes are broadly cyclical (plan-do-review), requiring ongoing review and update to ensure effective controls are put in place and operated during scheme development and delivery. The process is underpinned by appropriate communication and reporting arrangements to ensure visibility at the relevant management level. The process will be reviewed on a regular basis to ensure proper operation and it remains effective in supporting achievement of the scheme

objectives. The evaluation process for ensuring the benefits of the scheme is outlined later in this report. The primary risk management processes are outlined below.

3. Identifying Risks

The identification process has been informed through inclusion of relevant scheme team technical specialists, Project Manager and Client Manager. Risks have been identified in view of known causes and the source of these at three levels:

- Strategic (external to the scheme)
- Project management activities
- Technical (design and construction activities)

The initial risk review will be updated on a regular basis and as a minimum at key review points. Each risk has been described in view of its impact on project performance, cost, time, objectives and compliance with health and safety and environmental regulatory requirements.

The risk description, causes and consequences have been established in order to allow assessment of the likelihood of occurrence and direct and indirect impacts. It should be noted that catastrophic risks, which arise from extraordinary events and result in exceptional consequences to the achievement of scheme outcomes and objectives, have not been included.

4. Assessment of Risks (including risk cost allowance)

The purpose of this step is to establish and evaluate the net effect of the identified risks. Five point scales have been used to assess both probability of occurrence during the scheme lifecycle and impact.

Likelihood score	1	2	3	4	5
Descriptor	Rare	Unlikely	Possible	Likely	Almost certain
Frequency	This will probably never happen/recur	Do not expect it to happen/recur but it is possible	Might happen or recur occasionally	Will probably happen/recur but it is not a persisting issue	Will undoubtedly happen/recur, possibly frequently
How often might it/does it happen ?	(0 to 5% chance of occurrence)	(6 to 20% chance of occurrence)	(21 to 50% chance of occurrence)	(51 to 80% chance of occurrence)	(81 to 100% chance of occurrence)

		Impact score (severity levels) and examples of descriptors				
		1	2	3	4	5
Domains		Negligible	Minor	Moderate	Major	Catastrophic
Cost		Small loss / Insignificant cost increase	<5 per cent over project budget	5–10 per cent over project budget	10–25 per cent over project budget	>25 per cent over project budget
		Variations manageable against internal project budget headings	Requires some additional funding from the programme	Requires significant additional funding from the programme	Requires significant reallocation of funds from programme	Increases threaten the viability of the programme
Time		Slight Slippage against internal targets	Slight slippage against key milestones or published targets	Delay affects key stakeholders & causes loss of confidence in the enterprise	Failure to meet deadlines in relation to priority outcomes	Delay jeopardizes viability of the enterprise or partnership
Quality	Business objectives/ projects	Barely noticeable reduction in scope or quality	Minor reduction in quality/scope	Reduction in scope or quality	Failure to meet secondary objectives	Failure to meet primary objectives
	Service/ business interruption	Little or no impact on service delivery	Minimal service disruption having limited impact on service delivery	Moderate service disruption having adverse impact on service delivery	Major service disruption having serious impact on service users	Major service disruption having serious impact on the public Permanent loss of service or facility
	Statutory duty/ inspections	No or minimal impact or breach of guidance/ statutory duty	Breach of statutory legislation Reduced performance rating if unresolved	Single breach in statutory duty Challenging external recommendations/ improvement notice	Multiple breaches in statutory duty Critical report /Improvement notices / Enforcement action Low performance rating	Multiple breaches in statutory duty Prosecution Complete systems change required Severely critical report
	Adverse publicity/ reputation	Rumours (Potential for public concern)	Local media coverage –	Local media coverage –	National media coverage with <3 days service well below reasonable public expectation	National media coverage with >3 days service well below reasonable public expectation.
			short-term reduction in public confidence	long-term reduction in public confidence		
			Elements of public expectation not being met			
	Sustainability / Environmental impact	Minimal or no impact on the environment or sustainability targets	Minor impact on environment or sustainability targets	Moderate impact on environment or sustainability targets	Major impact on environment or sustainability targets	Catastrophic impact on environment or sustainability targets

		Likelihood				
		1	2	3	4	5
Impact score		Rare	Unlikely	Possible	Likely	Almost certain
5	Catastrophic	5	10	15	20	25
4	Major	4	8	12	16	20
3	Moderate	3	6	9	12	15
2	Minor	2	4	6	8	10
1	Negligible	1	2	3	4	5

Evaluation of risks is based on a scoring approach using a combination of the probability (Likelihood) of an event and its consequences (Impact) – see above.

For Phase 1 of the scheme, the risk assessment has been used to derive a risk cost. An upper and lower financial impact has been identified for each risk. The estimated risk value (cost) at this stage is a product of the mean value of the upper and lower cost impacts and the probability. The estimates have been derived following consultation with the Project Manager, scheme team technical specialists and quantity surveyor, to ensure estimates of probability and cost are complete and accurate, and consistent with the basis of the base cost estimate. It was assumed when estimating risk costs that all risk events are independent and therefore no correlation exists between the occurrence of one event and another. The mean value of all risk costs has been calculated and has been added to the scheme base cost to provide a total risk adjusted baseline investment cost. The total investment cost excludes operating costs and risks following completion of construction and commissioning.

For Phase 2 of the scheme, a general 40% risk cost allowance has been provided for at this stage. A detailed QRA will be undertaken as the scheme develops.

5. Response Planning

Following assessment and evaluation of risks a systematic approach is adopted to respond to risks and allocate responsibility to the most appropriate party in line with the governance arrangements set out previously.

One of four strategies has been adopted in developing a suitable response plan:

- **Accept or tolerate the consequences in the event that the risk occurs**
- **Manage the risk through improvements in controls for management or technical processes**
- **Transfer or escalate the risk**
- **Terminate the activity giving rise to the risk.**

Development of response plans to manage risk will be undertaken only where the likelihood of occurrence and impact can be reduced in a cost effective manner. A combined strategy has been considered where a mix of the above options would be the most appropriate option.

Risks should be transferred to a third party e.g. insurer or escalated to HCC for consideration only where they can be more cost effectively controlled. If this is not possible then either the activity giving rise to the risk should be terminated or the potential consequences accepted by the Project Director and scheme sponsor.

The initial assessment of risk probability and consequences was reviewed in line with proposed strategies and response plans.

6. Implementation and Review

As stated above, the response plans shall be proportional to the risks they are to manage. Furthermore, their effectiveness is dependent on proper implementation and review of the residual risk (including any secondary risks associated with implementation). Reviews of the status of scheme risk assessments and their related response plans (as part of project reporting) will be an integral

part of weekly progress meetings during progression of detailed design and the construction period. All key risks will be formally reviewed and costed at gateways and key decision points in the scheme lifecycle.

7. Risk Reporting

Risk reporting is key to providing visibility of threats to the scheme at the appropriate level and to ensure controls are being properly operated to provide governance and protect achievement of scheme objectives.

A Risk Register has been established to record all risk information relevant to the risk management processes outlined above. This will provide the data required for analysis and management reporting/review. The reports will set out the current risk profile and how this has changed during the reporting period. It will also set out the status of response plans and highlight plans for near term risks where response plans have not been properly implemented or residual risk exposure remains high.

The scheme Project Manager will be responsible for maintaining the risk register and ensuring the information is up-to-date, accurate and complete. Line of reporting shall be in line with the governance arrangements (see Section 6.2 of the main Business Case). This process will enable senior managers to consider budget requirements in a timely manner to deal with any cost overruns.