

# QEB TRANSPORT STEERING GROUP

## Meeting notes

**Date and Time:** Monday 11 September 2023, 10:00

**Place:** Committee Room 1, Hart District Council

### Present:

#### Hart District Council

Cllr Alan Oliver (Chair) - AO  
Cllr Wendy Makepeace-Browne - WMB  
Mark Jaggard (Executive Director – Place) - MJ  
Katherine Fitzherbert-Green (Interim Development Management & Building Control Manager) - KFG  
Rachel Poulter (Planning Projects Officer) - RP  
Emma Evans – Notes

#### Hampshire County Council

Cllr Stephen Parker - SP  
Cllr Bill Withers - BW  
Hayley Thorn (Transport Team Leader) - HT  
Martin Gibson (Strategic Transport Manager) - MG  
Tracey Haskett - TH

#### Church Crookham Parish Council

Cllr Peter Collings - PC  
Cllr Gareth Saunders - GS

### Apologies

Cllr James Radley

Item		Action
1.0	<b>Introductions</b>  The attendees introduced themselves. One apology was received from Cllr James Radley.	
2.0	<b>Notes from the last meeting</b> The notes were agreed as an accurate record.	

<p><b>3.0</b></p>	<p><b>Matters Arising</b></p> <p><b>Section 3 (Action 2):</b> It was noted that although several versions of the funding breakdown were circulated but that a final version was not received.</p> <p><b>ACTION - To circulate the final list of expiry dates for funds.</b></p> <p><b>Section 3 (Action 1):</b> The Transport Team Leader explained that further information had been requested from the HCC Arboriculture Team, but they had been unable to provide a breakdown of the £204,000 spend of trees. It was stated that the question whether this was a legitimate spend of s106 monies remains. A District Councillor urged HCC to improve record keeping in relation to the QEB funds.</p> <p><b>ACTION – HT to forward the details of the enquiries to the County Councillors to pursue further and update the group as necessary.</b></p> <p><b>Section 4 (Action):</b> The Transport Team Leader has circulated a link to the new replacement trees policy. It was recommended that the complex policy be read in its entirety.</p> <p>The group wishes to know how this policy affects the Norris Hill development specifically. A County Councillor informed the group that it has been challenging dealing with the Ministry of Defence in relation. It was explained that the scheme costs have increased since initial agreement with the developers, also that negotiations on deviance from policy were taking place for other areas of the scheme. The Executive Director – Place queried why the policy appears to be being applied retrospectively as this is adding significantly to the cost.</p> <p><b>ACTION – County Councillors agreed to establish how the application of the tree policy is affecting the Norris Hill development and report back to the group.</b></p> <p>A Church Crookham Parish Councillor expressed his frustration at their council not being invited to previous meetings and not receiving the relevant documentation. The Councillor also questioned how a scheme for the Hartland Village area was benefiting the residents of Church Crookham.</p> <p>The Executive Director – Place stated that no QEB funds are allocated for the Norris Hill development.</p> <p>A Church Crookham Parish Councillor noted the extended period between initial consultation with parishes in 2015 and then none until 2023. The group discussed how evidence was gathered for schemes in relation to the impact on QEB area residents and the wider effect on areas such as the train station and town centre.</p>	<p><b>3.1 HT</b></p> <p><b>3.2 HT and SP/BW</b></p> <p><b>3.3 SP/BW</b></p>
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	<p><b>Section 6 (Action 1):</b> The list of available s106 funding was circulated after the January Steering Group.  <b>ACTION - To recirculate the list of available s106 funding to all attendees.</b></p> <p><b>Section 6 (Action 2):</b> A County Councillor confirmed that most roads around Naishes Lane were still in Taylor Wimpey ownership apart from between Sandy Lane and Leipzig Road and the pinch points which are maintained by HCC.  A Hart District Councillor queried whose responsibility it was to replace damaged street furniture. HCC confirmed it was Taylor Wimpey's.  A Hart District Councillor questioned if HCC could adopt the roads and how is the Parish Council involved. A Church Crookham Parish Councillor confirmed that they had been working tirelessly to ensure Taylor Wimpey met their duties with little success.</p> <p><b>ACTION – A meeting would be arranged between HCC, HDC and CCPC Councillors to agree a way forward with Taylor Wimpey.</b></p> <p><b>Section 7 (Action):</b> The costings spreadsheet for Fleet to be recirculated to all attendees.</p> <p><b>Section 8 (Action):</b> The date of the last traffic survey was confirmed as in March 2023. Previously conducted in 2022 and 2021 with a baseline in 2017. The group requested that the survey results be shared with HDC and CCPC.</p> <p><b>ACTION – Traffic survey results to be shared with HDC and CCPC.</b></p>	<p><b>3.4 HT</b></p> <p><b>3.5 WMB</b></p> <p><b>3.6 HT</b></p> <p><b>3.7 HT</b></p>

**4.0****Fleet and Surrounding Areas Transport Schemes Update**

The Transport Team Leader gave a presentation outlining the decision report outlining the shortlist of schemes that are being taken forward for further study. The scheme development and delivery process were discussed. Questions were asked about the decision-making process. It was confirmed that all the schemes are currently in the concept assessment/feasibility phase. Parish Councils are usually involved at the preliminary design stage.

**Potential transport schemes****1. Installation of pedestrian crossings on Reading Road South**

2 possible locations have been identified at Florence Road and Haywood Drive/Velmead Road. Speed surveys are being conducted on 13/14 September to inform a feasibility study.

A District Councillor highlighted that this has been discussed for 10 years and that he had previously been advised that a light-controlled option was not possible. All options will be considered, but that a parallel or zebra crossing were the most likely options.

A County Councillor stated that the Local Cycling and Walking Infrastructure Plan (LCWIP) should empower us to deliver more ambitious projects to support community needs.

**2. Improved walking and cycling routes on Hitches Lane between Elvetham Road roundabout and Emerald Avenue roundabout**

The whole route is being assessed, the option of widening the footway to include shared usage is being considered. The expense of the removal of trees was discussed. A Parish Councillor questioned the justification of using QEB funding at this location. It was confirmed that these works were partially funded from the Hareshill development and that the justification of QEB fund usage in this instance relates to the mitigation of an increase in traffic across a wide area resulting from the development.

**3. Improved walking and cycling links between Church Crookham and Calthorpe Park School**

The project is in the very early stages, possible route options are being considered, there is no obvious easy option. Data already held is being examined to inform a focused feasibility study, A District Councillor emphasised the need to include previous analysis of Gally Hill Road. It

was acknowledged that crossing the canal was the key difficulty and that a 100% route may not be possible. No timescales have been set but this is a priority project.

**4. Banning right turns from the supermarket on Beacon Hill Road and the petrol station on Reading Road South**

The project is at the design assessment stage. It was stated that the quickest and easiest option would be to reinstate a large sign on existing infrastructure combined with a traffic order.

**5. Safety improvements at the Albert Street, Clarence Road and Connaught Road junctions with Upper Street**

A County Councillor advised that the initial conclusions that could be drawn from the existing data were that the issues were arising from excessive speed and traffic flow problems. This project is now moving to the feasibility stage. The area will be looked at as a whole and in conjunction with the work on the Fleet station area to maximise the opportunities from both schemes. A District Councillor stated that the use of QEB s106 monies should be considered fully and that the very residential nature of the area could mean that options may be unpopular. Options including one-way sections, physical blocks were discussed that could reduce the flow of traffic.

**6. Safety improvements at the junction of Tweseldown Road and Beacon Hill Road**

The scheme is moving to the site development team shortly.

**7. Review of traffic arrangements and pedestrian crossing facilities on the approach to Fleet Station**

The project is ongoing, the initial assessment with preliminary design is for light touch measures. The aim is to improving pedestrian access to the station focusing on entrance to the business park. There was much support for improvements with a District Councillor highlighting the need for any works not to impact further up Fleet Road.

**8. Installation of a pedestrian crossing on Hitches Lane to enable crossing between the Hart Leisure Centre and Calthorpe Park School**

Preliminary designs have been produced however stakeholders have been unable to agree on an exact location for the crossing. The school want to move the crossing further up the road away from the roundabout. It was clarified that this is a separate scheme to the Hareshill funded crossing but that the two schemes needed to work together. The safety of the children was of paramount importance. A District Councillor emphasised that expectations were that the crossing would support children

	<p>being dropped in the Leisure Centre car park and then crossing to the school. If the crossing is moved up the road it would not support the wider Green Grid or LCWIP programmes. The funding for the scheme is made up of £150K QEB funds and £250K from the Active Travel Fund Tranche 4 (Department for Transport).</p> <p><b>ACTION</b> – Stakeholder group to be arranged.</p> <p>The Steering Group stated its clear preferences in relation to the pedestrian crossing on Hitches Lane (school).</p> <ul style="list-style-type: none"> <li>• The crossing should be nearer the roundabout.</li> <li>• This is to facilitate the drop off of children from Crookham park in the Leisure Centre car park and enable them to cross safely.</li> <li>• HCC and HDC Councillors need to be included in any discussions, specifically Cllrs Delaney and Forster.</li> </ul> <p><b>ACTION</b> - The Group asked for clarification on which scheme funds from the Hareshill development were being allocated to.</p> <p>A Parish Councillor raised safety concerns about children crossing Sandy Lane to access Church Crookham Juniors School. There is no longer a crossing patrol officer in place. Children and parents are crossing between the existing junior school and the infant's school (Tweseldown) that was built as part of the Crookham Park development. It was stated that a proper crossing between the two schools should have been put in place many years ago. The Steering Group agreed that a crossing would be supported by them, however, it cannot just be added to the list as this list has been agreed by Executive Decision. The group discussed the options available to move this forward.</p> <p><b>ACTION</b> - It was agreed that HCC would look at a mechanism to progress this.</p>	<p><b>4.1 HT</b></p> <p><b>4.2 HT</b></p> <p><b>4.3 HT</b></p>
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<p><b>5.0</b></p>	<p><b>Update on S106 funds from QEB</b></p> <p>The Transport Team Leader provided an update on the QEB contributions held and spent to date.</p> <p>The funding is allocated in phases and for the most part is provisionally aligned to each phase. The Fleet Access Plan is a holding pot for funds pre-allocation. It was confirmed that none of the funding that had been allocated to transport projects has expired.</p> <p>A discussion took place around the need for a comprehensive and clear breakdown of what has been spent to date from each phase on all projects. The Transport Team Leader explained that the numbers would become more specific once projects entered the survey stage, they were keen not to limit or pre-empt design options by allocating arbitrary amounts.</p> <p>3 phases are due to expire in May 2026</p> <ul style="list-style-type: none"> <li>• £500K, £287K left to spend.</li> <li>• £1M, £918K left to spend</li> <li>• £1.6M, allocated to Hitches Lane scheme</li> </ul> <p>1 phase is due to expire in 2032, this is for £78K.</p> <p><b>ACTION</b> – Circulate the breakdown of all QEB spend to all.</p>	<p><b>5.1 HT</b></p>
<p><b>6.0</b></p>	<p><b>Any Other Business</b></p> <p>The Executive Director – Place stated that the LCWIP consultation has now closed, the data is being collated and analysed by HCC and Sustrans. There was a very good response, and we are currently assessing if this will affect the previously agreed timeframe of end of 2023.</p>	
<p><b>7.0</b></p>	<p>The next meeting is scheduled for Monday 22 January 2024 – 2pm at Hart District Council, Civic Offices, Harlington Way.</p>	

Meeting ended at 12.00pm.